

OH Department 2005

2GOH ASBESTOS, ASBESTOS WORK RELEASE CRITERIA:

- APPENDIX B1-H CHECKLIST WAS NOT USED BY THE SHIP TO INSPECT SPACES WHERE ASBESTOS WORK WAS PERFORMED, PRIOR TO RELEASE OF THOSE SPACES TO UNRESTRICTED ACCESS (APPLICABLE TO BRAKE ASSEMBLY, EART AND IMA PROTOCOLS ONLY).

OPNAVINST 5100.19D, B0108B(1)(B), B0109B(1)(C), & APPENDIX B1-H

EMERGENCY ASBESTOS RESPONSE TEAM REQUIREMENT APPLICABLE TO ALL SHIPS WHOSE KEEL WAS LAID PRIOR TO 1980:

SSN 555 THROUGH 691	LSD 36 THROUGH 39
MCS 12	LHA 1 THROUGH 5
LPD 4 THROUGH 15	AE 29
LCC 19	AOE 1 THROUGH 4
LST 1184	AS 39 AND 40
CVN 65 THROUGH 69	CV 63 THROUGH 67
FFG 8 THROUGH 13	DD 963 THROUGH 992
AGF 3 AND 11	

2GOH ASBESTOS, EART AEL ITEMS:

ALL AEL (AEL 2-330024045) ITEMS REQUIRED FOR THE ASBESTOS EMERGENCY RESPONSE TEAM (EART) WERE NOT ONBOARD AS FOLLOWS:
ALL AEL (AEL 2-330024045) ITEMS REQUIRED FOR THE ASBESTOS EMERGENCY RESPONSE TEAM (EART) WERE WERE INCOMPLETE AS FOLLOWS:

ALL AEL (AEL 2-330024045) ITEMS REQUIRED FOR THE ASBESTOS EMERGENCY RESPONSE TEAM (EART) WERE WERE INOPERABLE AS FOLLOWS:

- DISPOSABLE COVERALLS W/ SHOES & HOOD (1 BOX LARGE, 1 BOX EX LARGE).
- SURGICAL GLOVES (PKG OF 20), NO LATEX.
- OVERSHOES, RUBBER (6 EA MED, LG, EX LG).
- INSECTICIDE SPRAYER (1 EA).
- PLASTIC SPRAY BOTTLE (4 EA).
- DUCT TAPE (20 ROLLS).
- PLASTIC SHEETING, 6 MIL (2 ROLLS).
- PAPER TOWELS (2 BOXES).
- SAFETY GOGGLES (PER WORKER).
- RESPIRATOR (DETERMINED BY RPM).
- GLOVES, CLEAN ROOM (PKG OF 20 MED & 20 LG).
- HEPA VACUUM (NIFISK GM 80, 1 EA).
- COOLING ASSEMBLY (3 EA).
- FINGER GRIP SAW (2 EA).
- KEYHOLE SAW (2 EA).
- NYLON BRUSH (2 EA).
- SCOURING PAD (3 EA).
- VENT SMOKE TUBE KIT (1 EA).
- GLASS SMOKE TUBES (10/PKG, 2 PKG).

OPNAVINST 5100.19D, B0108D, APENDIX B1-J

EMERGENCY ASBESTOS RESPONSE TEAM REQUIREMENT APPLICABLE TO ALL SHIPS WHOSE KEEL WAS LAID PRIOR TO 1980:

2GOH ASBESTOS, EART PROTOCOL:

- THE SHIP DID NOT HAVE AN EMERGENCY ASBESTOS RESPONSE TEAM (EART) DESIGNATED, CONSISTING OF AT LEAST A SUPERVISOR, A CUTTER, AND A CLEANER.
- THE SHIP DID NOT HAVE A COPY OF THE EART PROTOCOL (APPENDIX B1-C).

OPNAVINST 5100.19D, B0108 & APPENDIX B1-C
EMERGENCY ASBESTOS RESPONSE TEAM REQUIREMENT APPLICABLE TO
ALL SHIPS WHOSE KEEL WAS LAID PRIOR TO 1980:

2GOH ASBESTOS, EART TRAINING:

- THE SHIP DID NOT ENSURE ALL EART PERSONNEL WERE GRADUATES OF THE SHIPBOARD ASBESTOS RESPONSE COURSE, A-760-2166 OR ASBESTOS SUPERVISOR/WORKER, A-493-0069.
- EART TRAINING WAS NOT DOCUMENTED IN THE MEMBER'S SERVICE RECORD.

OPNAVINST 5100.19D, B0108C(1)&(2)
EMERGENCY ASBESTOS RESPONSE TEAM REQUIREMENT APPLICABLE TO
ALL SHIPS WHOSE KEEL WAS LAID PRIOR TO 1980:

2GOH ASBESTOS, IMA ASBESTOS REFRESHER TRAINING: (APPLICABLE TO AS 40 ONLY)

- ____ OF ____ IMA ASBESTOS REMOVAL TEAM MEMBERS HAD NOT ATTENDED THE ASBESTOS SUPERVISOR/WORKER REFRESHER COURSE (-293-0070) ANNUALLY.
- THE IMA ASBESTOS REMOVAL TEAM INITIAL AND/OR REFRESHER TRAINING WAS NOT DOCUMENTED IN THE MEMBER'S SERVICE RECORD.

OPNAVINST 5100.19D, B0109D(1) AND (2)
OPNAVINST 5100.19D, APPENDIX B1-G

2GOH ASBESTOS, IMA ASBESTOS REMOVAL AEL ITEMS: (APPLICABLE TO AS 40 ONLY)

ALL AEL (AEL 2-330024045) ITEMS REQUIRED FOR THE IMA ASBESTOS REMOVAL TEAM WERE NOT ONBOARD, WERE INCOMPLETE, WERE INOPERABLE AS FOLLOWS:

- DISPOSABLE COVERALLS WITH HOOD (2 BOXES LARGE, 2 BOXES EX LARGE).
- SURGICAL GLOVES (PKG OF 100).
- OVERSHOES, RUBBER (18 EA MED, LG, EX LG).
- INSECTICIDE SPRAYER (3 EA).
- PLASTIC SPRAY BOTTLE (24 EA).
- DUCT TAPE (100 ROLLS).
- PLASTIC SHEETING, 6 MIL (10 ROLLS).
- PAPER TOWELS (5 BOXES).
- SAFETY GOGGLES (PER WORKER).
- RESPIRATOR (DETERMINED BY RPM).
- GLOVES, CLEAN ROOM (PKG OF 20 MED & 20 LG).
- HEPA VACUUM (1 EA HAKO, NILFISK VT60 AND NILFISK GM80).
- COOLING ASSEMBLY (6 EA).
- FINGER GRIP SAW (4 EA).
- KEYHOLE SAW (4 EA).
- NYLON BRUSH (4 EA).
- SCOURING PAD (10 EA).
- VENT SMOKE TUBE KIT (2 EA).
- GLASS SMOKE TUBES (10/PKG, 6 PKG).
- RED PLASTIC BAGS (5 BOX).

OPNAVINST 5100.19D, B0109E AND APPENDIX B1-J

2GOH ASBESTOS, IMA ASBESTOS TRAINING: (APPLICABLE TO AS 40 ONLY)

- IMA ASBESTOS REMOVAL TEAM WERE NOT GRADUATES OF THE ASBESTOS SUPERVISOR/WORKER COURSE (CIN A-493-0069) PRIOR TO OR AT THE TIME OF THEIR INITIAL ASSIGNMENT.
- IMA ASBESTOS REMOVAL TEAM TRAINING WAS NOT DOCUMENTED IN THE MEMBER'S SERVICE RECORD.

OPNAVINST 5100.19D B0109D(1) AND (2)
OPNAVINST 5100.19D, APPENDIX B1-G

ASBESTOS, IMA SAMPLE ANALYSIS PROFICIENCY: (APPLICABLE TO CV/CVN/AS ONLY)

- SHIP DID NOT HAVE AT LEAST ONE INDIVIDUAL QUALIFIED TO ANALYZE ASBESTOS BULK AND AIR SAMPLES, WHO WAS RATED PROFICIENT IN THE RESEARCH TRIANGLE INSTITUTE (RTI) TESTING AND/OR PROFICIENCY ANALYTICAL TESTING (PAT) PROGRAMS.

OPNAVINST 5100.19D B0109B(1)(E)
29 CFR 1910.1001

2GOH ASBESTOS, MEDICAL SURVEILLANCE:

THE MDR DID NOT HAVE AN ASBESTOS MEDICAL SURVEILLANCE PROGRAM (AMSP) IMPLEMENTED/HAD THE FOLLOWING DEFICIENCIES:

- PERSONNEL WITH PREVIOUS EXPOSURES WERE NOT ENTERED INTO THE AMSP.
- PERSONNEL WITH PREVIOUS EXPOSURES WERE OVERDUE FOR AMSP PHYSICAL EXAMS.
- ALL DESIGNATED IMA ASBESTOS PERSONNEL WERE NOT SCREENED AND PLACED IN THE AMSP.
- BRAKE AND CLUTCH ASSEMBLY WORKERS WERE NOT SCREENED FOR PLACEMENT IN THE AMSP, IF APPLICABLE.
- THE MDR DID NOT HAVE A LIST OF ALL EART PERSONNEL FOR CONSIDERATION FOR ENTRY IN AMSP.
- THE ENGINEERING/REPAIR DEPT DID NOT PROVIDE A LIST TO THE MDR OF ALL PERSONNEL INVOLVED IN EART ASBESTOS OPERATIONS.

OPNAVINST 5100.19D, B0108F, B0109G, APPENDIX B1-C PARA 5
NEHC TECHNICAL MANUAL, MEDICAL SURVEILLANCE PROCEDURES
MANUAL AND MEDICAL MATRIX, NEHC-TM-6260.96-1
(EMERGENCY ASBESTOS RESPONSE TEAM REQUIREMENT APPLICABLE TO
ALL SHIPS WHOSE KEEL WAS LAID PRIOR TO 1980).

2GOH ASBESTOS, NON-FRIABLE AEL ITEMS:

ALL AEL (AEL 2-330024045) ITEMS REQUIRED FOR NON-FRIABLE ASBESTOS HANDLING WERE NOT ONBOARD AS FOLLOWS:

ALL AEL (AEL 2-330024045) ITEMS REQUIRED FOR NON-FRIABLE ASBESTOS HANDLING WERE INCOMPLETE AS FOLLOWS:

ALL AEL (AEL 2-330024045) ITEMS REQUIRED FOR NON-FRIABLE ASBESTOS HANDLING WERE AS FOLLOWS:

- SURGICAL GLOVES (PKG OF 10).
- PLASTIC SPRAY BOTTLE (4 EA).
- PAPER TOWELS (1 BOX).
- SAFETY GOGGLES (PER WORKER).
- RESPIRATOR (DETERMINED BY RPM).
- GLOVES, CLEAN ROOM (PKG OF 10 MED & 10 LG), NO LATEX.
- HEPA VACUUM (NILFISK GM 80, 1 EA).
- RED PLASTIC BAGS (1 BOX).
- WARNING SIGNS - ORDER AS REQUIRED.

OPNAVINST 5100.19D, APPENDIX B1-J
AEL 2-330024045

2GOH ASBESTOS, NON-FRIABLE ASBESTOS TRNG:

- DOCUMENTATION WAS NOT AVAILABLE TO VERIFY THAT ALL PERSONNEL CURRENTLY EXPOSED TO OR WITH POTENTIAL EXPOSURE TO NON-FRIABLE ASBESTOS HAD RECEIVED ASBESTOS TRAINING PRIOR TO OR AT THE TIME OF THEIR INITIAL ASSIGNMENT.
- DOCUMENTATION WAS NOT AVAILABLE TO VERIFY THAT DIVOS AND WC SUPS OF PERSONNEL CURRENTLY EXPOSED TO OR WITH POTENTIAL EXPOSURE TO NON-FRIABLE ASBESTOS HAD RECEIVED ASBESTOS TRAINING.

OPNAVINST 5100.19D, B0107C(1), APPENDIX B1-E
(NON-FRIABLE ASBESTOS INCLUDES GASKET MATERIAL, FLOOR TILE,
AND BRAKE LININGS.)

2GOH ASBESTOS, NON-FRIABLE MATERIAL STOWAGE:

- NON-FRIABLE ASBESTOS-CONTAINING MATERIALS (SUCH AS GARLOCK GASKET MATERIAL AND PACKING) WERE NOT STORED IN DOUBLE, HEAVY-DUTY PLASTIC BAGS OR IMPERMEABLE CONTAINERS.
- NON-FRIABLE ASBESTOS-CONTAINING MATERIALS WERE NOT LABELED WITH STANDARD ASBESTOS LABELS. WARNING LABELS MUST CONTAIN THE WORDS "DANGER, CONTAINS ASBESTOS FIBERS. AVOID CREATING DUST. CANCER AND LUNG DISEASE HAZARD."

OPNAVINST 5100.19D, B0104D(1)

2GOH COVERALLS, FIRE RETARDANT:

___ OF ___ ENG RM/FIREROOM PERSONNEL WERE NOT WEARING FIRE RETARDANT COVERALLS W/SLEEVES ROLLED DOWN WHEN ON WATCH OR WHEN PERFORMING MAINTENANCE IN MACHINERY SPACES WHERE STEAM IS CIRCULATING IN PIPING SYSTEMS OR FUEL FIRED MACHINERY IS IN OPERATION. REVIEW CONDUCTED DURING FULL POWER RUN.

NOTE: ACCORDING TO THE NAVY CLOTHING AND TEXTILE RESEARCH FACILITY (NCTRF), NATICK, MASSACHUSETTS, THE ONLY FIRE RETARDANT COVERALLS THAT ARE AUTHORIZED AND SUPPORTED BY THE SUPPLY SYSTEM (COVERALLS MEN'S-FLAME RESISTANT COTTON, BLUE, MIL-C-2495, NSN 8405-01-286-6336 THROUGH 6354) ARE PERMANENTLY IMPREGNATED AND WILL NOT LOSE THEIR FIRE RETARDANCY FOR THE LIFE OF THE GARMENT. (AEL-2-880044201). NOMEX COVERALLS ARE ALSO AUTHORIZED.

OPNAVINST 5100.19D (C1302(6))

NOTE: DOES NOT APPLY TO NUCLEAR CARRIERS ENGINEERING SPACES.

2GOH ELECTRICAL SAFETY, CPR TRAINING:

- DOCUMENTATION WAS NOT AVAILABLE TO VERIFY THAT AT LEAST 50 PERCENT OF ALL ELECTRICAL/ELECTRONICS ASSOCIATED RATINGS WERE CERTIFIED IN BASIC LIFE SUPPORT. NOTE: A ROSTER IS SUFFICIENT IF CARDS ARE NOT AVAILABLE.
- SHIP DID NOT HAVE A CERTIFIED AMERICAN RED CROSS/AMERICAN HEART ASSOCIATION CPR INSTRUCTOR ON BOARD.

OPNAVINST 5100.19D, ARTICLE B0708B

2GOH

ELECTRICAL SAFETY, ELECTRICAL HAZARDS:

- ELECTRICAL HAZARDS (SPECIFY) WERE FOUND IN THE FOLLOWING LOCATIONS:
 - THERE WERE UNAUTHORIZED POWER STRIPS ON BOARD (AUTHORIZED POWER STRIPS ARE EFI, BROOKS, AND HFS).
 - UNAUTHORIZED PERSONAL ELECTRICAL/ELECTRONIC ITEMS WERE FOUND ON BOARD IN THE FOLLOWING LOCATIONS:
- NOTE: THE FOLLOWING PERSONAL ITEMS ARE PROHIBITED FROM SHIPBOARD USE: FANS, PORTABLE EXTENSION CORDS, HIGH-INTENSITY LAMPS, READING LAMPS, ELECTRIC BLANKETS, HEATING PADS, TOOLS EXCEPT HOBBY TOOLS, HEAT/SUN LAMPS, HOT PLATES AND GRIDDLES, ELECTRIC.
- CLOCKS, MICROWAVE OVENS, PORTABLE EXTENSION LIGHTS, ELECTRIC HEATERS, PORTABLE REFRIGERATORS AND AIR CONDITIONERS, AND IMMERSION-TYPE WATER HEATERS.

OPNAVINST 5100.19D, CHAPTER B7
NSTM 300, 300-2.7, 4.6.9

2GOH

ELECTRICAL SAFETY, EQUIPMENT SAFETY CHECKS:

- ELECTRICAL SAFETY CHECKS WERE NOT PERFORMED/HAD THE WRONG PERIODICITY/WERE OVERDUE IN THE FOLLOWING LOCATIONS:
 - PERSONAL ELECTRIC/ELECTRONIC EQUIPMENT DID NOT RECEIVE A ONE TIME SAFETY CHECK WHEN BROUGHT ON BOARD.
- NOTES:
1. ALL ELECTRICAL AND ELECTRONIC EQUIPMENT SHALL BE SAFETY CHECKED IN ACCORDANCE WITH THE CURRENT PMS. PORTABLE EQUIPMENT REQUIRES A QUARTERLY SAFETY CHECK (2 PRONG Q-1 AND 3 PRONG Q-2). MOBILE EQUIPMENT INCLUDING COMPUTERS REQUIRES A ONE-TIME.
- SITUATIONAL CHECK (2 PRONG R-6 AND 3 PRONG R5).
2. ELECTRICAL SAFETY CHECKS FOR PERSONAL ELECTRIC/ELECTRONIC EQUIPMENT ARE TO BE ACCOMPLISHED IN ACCORDANCE WITH NSTM 300.
 3. THE FOLLOWING PERSONAL ITEMS ARE PROHIBITED FROM SHIPBOARD USE: FANS, PORTABLE EXTENSION CORDS, HIGH-INTENSITY LAMPS, READING LAMPS, ELECTRIC BLANKETS, HEATING PADS, TOOLS EXCEPT HOBBY TOOLS, HEAT/SUN LAMPS, HOT PLATES AND GRIDDLES, ELECTRIC.
- CLOCKS, MICROWAVE OVENS, PORTABLE EXTENSION LIGHTS, ELECTRIC HEATERS, PORTABLE REFRIGERATORS AND AIR CONDITIONERS, AND IMMERSION-TYPE WATER HEATERS.

OPNAVINST 5100.19D, B0702E
NSTM 300, SECTION 300-2.7
MIP 3000 SERIES

2GOH ELECTRICAL SAFETY, INDOC SAFETY TRAINING:

- DOCUMENTATION WAS NOT AVAILABLE TO VERIFY THAT ALL PERSONNEL, WHEN REPORTING ABOARD RECEIVED INDOCTRINATION TRAINING ON:
 - BASIC ELECTRICAL SAFETY, INCLUDING THE REQUIREMENTS REGARDING USE OF PERSONAL PROTECTIVE EQUIPMENT, AND RECOGNIZING SYMPTOMS OF ELECTRICAL SHOCK, ELECTRICAL SHOCK TRAUMA, AND EMERGENCY FIRST AID RESPONDER TECHNIQUES.

OPNAVINST 5100.19D, B0708A, AND APPENDIX A5-A

2GOH ELECTRICAL SAFETY, PPE:

ELECTRICAL SAFETY RUBBER GLOVES HAD THE FOLLOWING DEFICIENCIES:

NOTE: IF GLOVES ARE DAMAGED OR DETERIORATED THEN THIS IS A PART 2 SAFETY.

- DETERIORATED.
- DAMAGED.
- NOT PMS'ED, POWDERED, AND PLACED IN ORIGINAL BOX/PROTECTED FROM DAMAGE DURING STORAGE.
- IMPROPERLY USED FOR CHEMICAL HANDLING OR CLEANING.
- LEATHER OVER-GLOVES WERE NOT AVAILABLE TO PROTECT RUBBER GLOVES FROM DAMAGE DURING USE.
- SAFETY GOGGLES WERE NOT AVAILABLE FOR ISSUE.
- FACE SHIELDS WERE NOT AVAILABLE FOR ISSUE.
- SAFETY GOGGLES IN POOR CONDITION.
- FACE SHIELDS WERE IN POOR CONDITION.
- SAFETY GOGGLES WERE DIRTY.
- FACE SHIELDS WERE DIRTY.
- SAFETY GOGGLES THE INCORRECT TYPE FOR THE HAZARD.
- FACE SHIELDS WERE THE INCORRECT TYPE FOR THE HAZARD.

OPNAVINST 5100.19D, B0706, C0903, B1203C(7)
NSTM 300-2.5.3

2GOH ELECTRICAL SAFETY, SAFETY OFFICER TRAINING:

- THE SAFETY OFFICER HAD NOT COMPLETED WATCHSTATION 304, ELECTRICAL SAFETY OFFICER, OF THE SAFETY PROGRAMS AFLOAT PQS (NAVEDTRA 43460-4A) WITHIN 16 WEEKS OF ASSIGNMENT.

OPNAVINST 5100.19D B0708D

2GOH ELECTRICAL SAFETY, TOOL ISSUE PQS TRAINING:

- PERSONNEL WHO OPERATE THE PORTABLE TOOL ISSUE ROOM HAD NOT COMPLETED THE ELECTRICAL TOOL ISSUE ROOM WATCHSTATION 302 IN THE SAFETY PROGRAMS AFLOAT PQS (NAVEDTRA 43460-4B).

OPNAVINST 5100.19D B0708C

2GOH ELECTRICAL SAFETY, TOOL ISSUE:

- ELECTRICAL SAFETY TRAINING RECORDS WERE NOT AVAILABLE, NOT CHECKED PRIOR TO ISSUE, OUT OF DATE.

OPNAVINST 5100.19D, ARTICLE B0707
NSTM 300, 300-2.7

2GOH

EYEWASH STATION, EYEWASH/DELUGE SHOWER:

THE DELUGE SHOWER/EYEWASH UNIT HAD THE FOLLOWING DISCREPANCIES:

- WAS DAMAGED.
- HAD MISSING PARTS (SPECIFY).
- HAD LOW WATER.
- HAD RESTRICTED FLOW RATES.
- HAD AN INOPERABLE ALARM.
- SHOWER DID NOT MEET ANSI STANDARDS REQUIRING A STAY-OPEN VALVE.
- WAS OBSTRUCTED (SPECIFY). NOTE: UNITS SHALL BE UNOBSTRUCTED FROM ANYTHING THAT WILL PREVENT THE USER FROM GAINING ACCESS TO THE EYE WASH/SHOWER.
- WAS NOT PMS'ED.
- WAS NOT WITHIN 10 SECONDS OR 100 TRAVEL FEET OF THE HAZARD.
- DID NOT HAVE THE ROOT VALVE LOCKED OPEN.
- DID NOT HAVE THE ROOT VALVE MARKED AS A "W" FITTING.
- WAS NOT CORRECTLY INSTALLED (SPECIFY HOW).
- SHOWER HEAD HEIGHT WAS LESS THAN 82 INCHES FROM THE USER STANDING SURFACE.
- EYEWASH WAS NO LOWER THAN 33 INCHES NOR HIGHER THAN 45 INCHES OFF THE DECK, AND AT LEAST 6 INCHES FROM A BULKHEAD OR OBSTRUCTION.
- WAS NOT AVAILABLE AS REQUIRED FOR THE CORROSIVE HAZARD. FOR A LIST OF MINIMUM REQUIRED LOCATIONS SEE OPNAVINST 5100.19D, B0508E.
- WAS INOPERABLE.
- SHOWER DID NOT MEET THE MINIMUM OF 20 GALLONS PER MINUTE WATER FLOW.
- EYE WASH DID NOT MEET THE MINIMUM FLOW RATE OF 0.4 GALLONS FOR 15 MINUTES.
- WAS NOT PROVIDED WITH AN INSTRUCTIONAL SIGN FOR THE ALARM.
- DID NOT HAVE A GREEN SIGN WITH WHITE LETTERING MARKING THE EYE WASH LOCATION.
- WAS NOT PROVIDED WITH A PROPERLY LOCATED AND LABELED VISUAL AND AUDIBLE ALARM THAT INTERLOCKS WITH THE ACTUATION DEVICE (IF LOCATED IN A REMOTE LOCATION).

NOTE: THIS CARD IS ALWAYS A PART 1 SAFETY IF EYEWASH IS INOP OR HAS LOW FLOW. OTHER NON-ADMINISTRATIVE DEFICIENCIES ARE PART 2 SAFETY CARDS. ADMINISTRATIVE DEFICIENCIES SUCH AS SIGNS ARE PART 2 CARDS.

OPNAVINST 5100.19D, B0508

SHIP SPEC 644C (DDG-51 AND LHD-2 AT/FCT'S ONLY)

GSO 644C

ANSI Z358.1-1998

NOTES:

- PARTS FOR BRADLEY UNITS - (414) 251-6000.
- PARTS FOR SELLSTROM UNITS - 1-800-323-7402.
- PARTS FOR HAWS UNITS - (510) 525-5801.
- PARTS FOR SPEAKMAN UNITS - 1-800-537-2107
- PARTS FOR FEND-ALL UNITS - (847) 577-0257.
- PARTS FOR GUARDIAN UNITS - (312) 733-2626.
- PARTS FOR WESTERN UNITS - 1-800-888-8301.

2GOH

EYEWASH STATION, FAUCET MOUNTED:

THE FAUCET MOUNTED EYEWASH STATION HAD THE FOLLOWING DISCREPANCIES:

- WAS DAMAGED.
- HAD MISSING PARTS.
- HAD LOW WATER.
- HAD RESTRICTED FLOW RATES.
- HAD AN INOPERABLE ALARM.
- DID NOT MEET ANSI STANDARDS FOR ONE-MOTION ACTIVATION.
- WAS OBSTRUCTED. UNITS SHALL BE UNOBSTRUCTED FROM ANYTHING THAT WILL PREVENT THE USER FROM GAINING ACCESS TO THE EYE WASH STATION.
- WAS NOT PMS'ED.
- WAS NOT WITHIN 10 SECONDS OR 100 TRAVEL FEET OF THE HAZARD.
- DID NOT HAVE THE ROOT VALVE LOCKED OPEN.
- DID NOT HAVE THE ROOT VALVE MARKED AS A "W" FITTING.
- WAS NOT CORRECTLY INSTALLED.
- WAS NOT INSTALLED AS REQUIRED FOR THE CORROSIVE HAZARD.
- WAS INOPERABLE.
- DID NOT MEET THE MINIMUM FLOW RATE OF 0.4 GALLONS FOR 15 MINUTES.
- DID NOT HAVE A GREEN SIGN WITH WHITE LETTERING MARKING THE EYE WASH LOCATION.

NOTE: THIS CARD IS ALWAYS A PART 1 SAFETY IF EYEWASH IS INOP OR HAS LOW FLOW. OTHER NON-ADMINISTRATIVE DEFICIENCIES ARE PART 2 SAFETY CARDS. ADMINISTRATIVE DEFICIENCIES SUCH AS SIGNS ARE PART 2 CARDS.

OPNAVINST 5100.19D, B0508

SHIP SPEC 644C (DDG-51 AND LHD-2 AT/FCT'S ONLY)

GSO 644C

ANSI Z358.1-1998

2GOH

EYEWASH STATION, PLUMBED:

THE PLUMBED EYEWASH STATION HAD THE FOLLOWING DISCREPANCIES:

- WAS DAMAGED.
 - HAD MISSING PARTS (SPECIFY).
 - HAD LOW WATER.
 - HAD RESTRICTED FLOW RATES.
 - HAD AN INOPERABLE ALARM.
 - WAS OBSTRUCTED (SPECIFY). UNITS SHALL BE UNOBSTRUCTED FROM ANYTHING THAT WILL PREVENT THE USER FROM GAINING ACCESS TO THE EYE WASH STATION.
 - WAS NOT PMS'ED.
 - WAS NOT INSTALLED WITH THE EYEWASH HEADS PARALLEL TO THE USER (INCORRECT ORIENTATION).
 - HAD AN ACTIVATION PADDLE THAT WAS NOT READILY VISIBLE TO THE USER AND ABLE TO BE ACTIVATED WITH ONE HAND MOTION.
 - WAS NOT WITHIN 10 SECONDS OR 100 TRAVEL FEET OF THE HAZARD.
 - DID NOT HAVE THE ROOT VALVE LOCKED OPEN.
 - DID NOT HAVE THE ROOT VALVE MARKED AS A "W" FITTING.
 - WAS NOT CORRECTLY INSTALLED (SPECIFY HOW).
 - EYEWASH WAS NOT LOWER THAN 33 INCHES NOR HIGHER THAN 45 INCHES OFF THE DECK, AND AT LEAST 6 INCHES FROM A BULKHEAD OR OBSTRUCTION.
 - WAS NOT AVAILABLE AS REQUIRED FOR THE CORROSIVE HAZARD. FOR A LIST OF MINIMUM REQUIRED LOCATIONS SEE OPNAVINST 5100.19D, B0508F.
 - WAS INOPERABLE.
 - EYE WASH DID NOT MEET THE MINIMUM FLOW RATE OF 0.4 GALLONS FOR 15 MINUTES.
 - WAS NOT PROVIDED WITH AN INSTRUCTIONAL SIGN FOR THE ALARM.
 - DID NOT HAVE A GREEN SIGN WITH WHITE LETTERING MARKING THE EYE WASH LOCATION.
 - WAS NOT PROVIDED WITH A PROPERLY LOCATED AND LABELED VISUAL AND AUDIBLE ALARM THAT INTERLOCKS WITH THE ACTUATION DEVICE (IF LOCATED IN A REMOTE LOCATION).
- NOTE: THIS CARD IS ALWAYS A PART 1 SAFETY IF EYEWASH IS INOP OR HAS LOW FLOW. OTHER NON-ADMINISTRATIVE DEFICIENCIES ARE PART 2 SAFETY CARDS. ADMINISTRATIVE DEFICIENCIES SUCH AS SIGNS ARE PART 2 CARDS.

OPNAVINST 5100.19D, B0508

SHIP SPEC 644C (DDG-51 AND LHD-2 AT/FCT'S ONLY)

GSO 644C

ANSI Z358.1-1998

NOTES:

PARTS FOR SELLSTROM UNITS - 1-800-323-7402
PARTS FOR HAWS UNITS - (510) 525-5801
PARTS FOR SPEAKMAN UNITS - 1-800-537-2107
PARTS FOR FEND-ALL UNITS - (847) 577-0257
PARTS FOR BRADLEY UNITS - (414) 251-6000
PARTS FOR GUARDIAN UNITS - (312) 733-2626
PARTS FOR WESTERN UNITS 1-800-888-8301

2GOH

EYEWASH STATION, PORTABLE PLASTIC:

PORTABLE, SELF-CONTAINED EYEWASH STATION HAD THE FOLLOWING DISCREPANCIES:

- WAS DAMAGED.
- HAD MISSING PARTS (SPECIFY).
- HAD RESTRICTED FLOW RATES.
- DID NOT MEET ANSI STANDARDS (MUST BE 14-16 GALLON SIZE).
- WAS OBSTRUCTED (SPECIFY). UNITS SHALL BE UNOBSTRUCTED FROM ANYTHING THAT WILL PREVENT THE USER FROM GAINING ACCESS TO THE EYE WASH STATION.
- WAS NOT PMS'ED.
- WAS NOT WITHIN 10 SECONDS OR 100 TRAVEL FEET OF THE HAZARD.
- WAS NOT LOWER THAN 33 INCHES NOR GREATER THAN 45 INCHES OFF THE DECK.
- WAS NOT CORRECTLY INSTALLED (SPECIFY).
- WAS NOT INSTALLED AS REQUIRED FOR THE CORROSIVE HAZARD.
- WAS EMPTY OR HAD A LOW WATER LEVEL.
- DID NOT MEET THE MINIMUM FLOW RATE OF 0.4 GALLONS FOR 15 MINUTES.
- DID NOT HAVE A GREEN SIGN WITH WHITE LETTERING MARKING THE EYE WASH LOCATION.
- HAD A CRIMPED WATER SUPPLY TUBE.

NOTE: THIS CARD IS ALWAYS A PART 1 SAFETY IF EYEWASH IS INOP OR HAS LOW FLOW. OTHER NON-ADMINISTRATIVE DEFICIENCIES ARE PART 2 SAFETY CARDS. ADMINISTRATIVE DEFICIENCIES SUCH AS SIGNS ARE PART 2 CARDS.

OPNAVINST 5100.19D, B0508

SHIP SPEC 644C (DDG-51 AND LHD-2 AT/FCT'S ONLY)

GSO 644C

ANSI Z358.1-1998

2GOH

EYEWASH STATION, PORTABLE PRESSURIZED:

PORTABLE, PRESSURIZED, SELF-CONTAINED EYEWASH STATION HAD THE FOLLOWING DISCREPANCIES:

- WAS DAMAGED.
- HAD MISSING PARTS (SPECIFY).
- HAD LOW WATER.
- HAD LOW PRESSURE/NO PRESSURE.
- HAD RESTRICTED FLOW RATES.
- DID NOT MEET ANSI STANDARDS AS AN EYE WASH STATION (SINGLE MOTION ACTIVATION AND HANDS-FREE USE).
- WAS OBSTRUCTED. UNITS SHALL BE UNOBSTRUCTED FROM ANYTHING THAT WILL PREVENT THE USER FROM GAINING ACCESS TO THE EYE WASH STATION.
- WAS NOT PMS'ED.
- WAS NOT WITHIN 10 SECONDS OR 100 TRAVEL FEET OF THE HAZARD.
- WAS NOT AVAILABLE AS REQUIRED FOR THE CORROSIVE HAZARD.
- WAS INOPERABLE.
- DID NOT MEET THE MINIMUM FLOW RATE OF 0.4 GALLONS FOR 15 MINUTES.
- DID NOT HAVE A GREEN SIGN WITH WHITE LETTERING MARKING THE EYE WASH LOCATION.

NOTE: THIS CARD IS ALWAYS A PART 1 SAFETY IF EYEWASH IS INOP OR HAS LOW FLOW. OTHER NON-ADMINISTRATIVE DEFICIENCIES ARE PART 2 SAFETY CARDS. ADMINISTRATIVE DEFICIENCIES SUCH AS SIGNS ARE PART 2 CARDS.

OPNAVINST 5100.19D, B0508

SHIP SPEC 644C (DDG-51 AND LHD-2 AT/FCT'S ONLY)

GSO 644C

ANSI Z358.1-1998

2GOH

EYEWASH STATION, SINK MOUNTED:

THE SINK MOUNTED EYEWASH STATION HAD THE FOLLOWING DISCREPANCIES:

- WAS DAMAGED.
- HAD MISSING PARTS (SPECIFY).
- HAD LOW WATER.
- HAD RESTRICTED FLOW RATES.
- WAS OBSTRUCTED (SPECIFY). UNITS SHALL BE UNOBSTRUCTED FROM ANYTHING THAT WILL PREVENT THE USER FROM GAINING ACCESS TO THE EYE WASH STATION.
- WAS NOT PMS'ED.
- WAS NOT WITHIN 10 SECONDS OR 100 TRAVEL FEET OF THE HAZARD.
- DID NOT HAVE THE ROOT VALVE LOCKED OPEN.
- DID NOT HAVE THE ROOT VALVE MARKED AS A "W" FITTING.
- WAS NOT CORRECTLY INSTALLED (SPECIFY HOW).
- EYEWASH WAS NOT LOWER THAN 33 INCHES NOR HIGHER THAN 45 INCHES OFF THE DECK, AND AT LEAST 6 INCHES FROM A BULKHEAD OR OBSTRUCTION.
- WAS NOT AVAILABLE AS REQUIRED FOR THE CORROSIVE HAZARD.
- WAS INOPERABLE.
- WAS OBSTRUCTED BY THE FAUCET.
- EYE WASH DID NOT MEET THE MINIMUM FLOW RATE OF 0.4 GALLONS FOR 15 MINUTES.
- WAS NOT PROVIDED WITH AN INSTRUCTIONAL SIGN FOR THE ALARM.
- DID NOT HAVE A GREEN SIGN WITH WHITE LETTERING MARKING THE EYE WASH LOCATION.

NOTE: THIS CARD IS ALWAYS A PART 1 SAFETY IF EYEWASH IS INOP OR HAS LOW FLOW. OTHER NON-ADMINISTRATIVE DEFICIENCIES ARE PART 2 SAFETY CARDS. ADMINISTRATIVE DEFICIENCIES SUCH AS SIGNS ARE PART 2 CARDS.

OPNAVINST 5100.19D, B0508

SHIP SPEC 644C (DDG-51 AND LHD-2 AT/FCT'S ONLY)

ANSI Z358.1-1998

GSO 644C

2GOH GAS FREE ENG, CPR/TRAINING:

- DOCUMENTATION WAS NOT AVAILABLE TO VERIFY THAT ALL GFE PERSONNEL WERE TRAINED IN EMERGENCY RESCUE, GFE PROCEDURES AND IN CPR, WITH CPR REFRESHER PERIODICITY IN ACCORDANCE WITH AMERICAN HEART OR RED CROSS ASSOCIATION REQUIREMENTS.

OPNAVINST 5100.19D, B0803F
NSTM 074(V3), 074-18.8 AND 25.7

2GOH GAS FREE ENG, CREW TRAINING:

- DOCUMENTATION WAS NOT AVAILABLE TO VERIFY THAT ALL HANDS RECEIVED GAS FREE ENGINEERING PROGRAM FAMILIARIZATION UPON REPORTING ABOARD AND ANNUALLY THEREAFTER, WITH TRAINING RECORDS MAINTAINED BY THE DIVISION OFFICER.

OPNAVINST 5100.19D, B0803
NTSM 074(V3), 074-18.9

2GOH GAS FREE ENG, GFE NOTEBOOK AND DOCUMENTAION:

THE GAS FREE ENGINEERING CERTIFICATION AND TEST LOG HAD THE FOLLOWING DEFICIENCIES:

- THE GFE NOTEBOOK DID NOT INCLUDE ALL REQUIRED ITEMS.
NOTE: GFE NOTEBOOK MUST HAVE LETTERS OF DESIGNATION, COPY OF NSTM 074 VOL 3, 12 MONTHS OF CERTIFICATES.
- CERTIFICATES WERE NOT MAINTAINED AS A LEGAL DOCUMENT FOR 12 MONTHS.
- CERTIFICATES WERE NOT PROPERLY COMPLETED.
- CERTIFICATES WERE NOT EXTENDED OR RETESTS DOCUMENTED AS REQUIRED.
- LACKED REQUIRED SIGNATURES.
- DID NOT LIST DATE AND TIME OF INSPECTION/TEST.
- DID NOT INDICATE LOCATION OF SPACE.
- HOT WORK FIREWATCH DID NOT INDICATE SPACE WAS CLEARED.
- ALL CERTIFICATES WERE NOT CLOSED OUT AFTER A MAXIMUM OF 24 HOURS AND A NEW CERTIFICATE ISSUED WITH A NEW SERIAL NUMBER TO CONTINUE OPERATIONS.

OPNAVINST 5100.19D, B0803
NSTM 074(V3), 074-18.6, AND APPENDIX C

2GOH GAS FREE ENG, CERTIFICATION AND DESIGNATION:
THE GFE, GFEA, GFEPO(S):
- HAD CERTIFICATION/RECERTIFICATION LETTERS THAT EXCEEDED
THE 12 MONTH PERIODICITY.
- HAD NOT COMPLETED 10 GFE TESTS (OR EQUIVALENT) PRIOR TO
RECERTIFICATION.
- HAD NOT COMPLETED GFE AND GFEPO FOR SURFACE (AFLOAT)
OPERATIONS, K-495-0051.
- HAD NOT COMPLETED AND/OR THERE WAS NOT WAIVED OF THE 40
HOUR OJT UNDER THE SUPERVISION OF AN OFFICIAL GFE (FOR THE
GFE ONLY AND THE WAIVER MUST BE IN WRITING BY THE CO).
- HAD NOT BEEN CERTIFIED IN WRITING BY THE SHIP'S CO TO
PERFORM GFE DUTIES.

NOTE: 074-25.7 RESCUE PERSONNEL TRAINING. THE GFE/GFEA IS
RESPONSIBLE FOR SUPERVISING, PLANNING AND TRAINING PERSONNEL
PARTICIPATING IN CONFINED SPACE RESCUE. THIS TRAINING SHALL
BE IN ACCORDANCE WITH THE PROCEDURES PROVIDED IN THIS
SECTION. TRAINING SHALL INCLUDE THE FOLLOWING:
A. DESIGNATION OF SPECIFIC RESPONSIBILITIES OF EACH PERSON.
B. PROPER USE AND MAINTENANCE OF EQUIPMENT.
C. TRAINING/DRILLS PERFORMED AT LEAST SEMI-ANNUALLY TO
MAINTAIN PROFICIENCY OF PERSONNEL IN THE PERFORMANCE OF
THEIR DUTIES.

OPNAVINST 5100.19D, B0801B
NSTM 074(V3), 074-18.7-.9

2GOH GAS FREE ENG, PROGRAM EVALUATION:
- THE SAFETY OFFICER DID NOT EVALUATE THE GAS FREE
ENGINEERING PROGRAM, AT LEAST ANNUALLY.
- THE EVALUATION DID NOT ENSURE THAT GFE PERSONNEL MET THE
REQUIREMENTS FOR RECERTIFICATION.
- THE SAFETY OFFICER AND GFE DID NOT MAINTAIN A COPY OF THE
ANNUAL GFE PROGRAM EVALUATION.

OPNAVINST 5100.19D B0801
NSTM 074(V3), 074-18.10

2GOH GAS FREE ENG, TEST EQUIPMENT:
- THE SHIP DID NOT HAVE A FOUR GAS ANALYZER.
- ____ OF ____ O2 ANALYSERS WAS INOP.
- THE FOUR GAS ANALYZER WAS INOP.
- ____OF____ FOUR GAS ANALYZERS WERE INOP.
- THE SHIP DID NOT HAVE THE FOUR GAS ANALYZER CALIBRATION
KIT.
- THE CALIBRATION GAS FOR THE FOUR GAS ANALYZER WAS EXPIRED.
- EACH FOUR GAS ANALYZER WAS NOT CALIBRATED ONCE A DAY PRIOR
TO INITIAL USE ON THAT DAY.
- ____ OF ____ PACKAGES OF CHEMICAL DETECTION TUBES INSPECTED
HAD EXPIRED SHELF-LIFE.
- ____ OF ____ CHEMICAL DETECTION TUBE PISTON PUMPS/BELLOWS WERE
MISSING/DETERIORATED/DAMAGED.
NOTE: IF LESS THAN 50% GFE EQUIPMENT IS OPERATIONAL THEN IT
IS A PART 1 SAFETY, ALL OTHERS ARE PART 1.
OPNAVINST 5100.19D, B0803E
NSTM 074(V3), APPENDIX K AND L

2GOH GEN SAFETY, ABRASIVE BLAST CABINET:
THE ABRASIVE BLAST CABINET HAD THE FOLLOWING DEFICIENCIES:
- OBSERVATION WINDOW WAS BROKEN.
- OBSERVATION WINDOW WAS CRACKED.
- OBSERVATION WINDOW WAS MISSING.
- INSERT GLOVES WERE TORN.
- INSERT GLOVES WERE MISSING.
- INSERT GLOVES WERE OF INCORRECT TYPE.
- GASKETS TO PREVENT DUST LEAKAGE WERE DETERIORATED.
- GASKETS TO PREVENT DUST LEAKAGE WERE MISSING.
- CABINET WAS NOT PROVIDED WITH A DUST COLLECTION SYSTEM.

OPNAVINST 5100.19D, A0403B(2)
ACGIH INDUSTRIAL VENTILATION MANUAL , 22ND EDITION, PP
10-120
ANSI B11.8
MRC(S) 70 B6MH N AND 70B6MK N

2GOH GEN SAFETY, BENCH/PEDESTAL GRINDERS:
BENCH AND/OR PEDESTAL GRINDER HAD THESE DEFICIENCIES:
- WHEEL HAD IMBEDDED NON-FERROUS MATERIAL.
- TOOL REST WAS GREATER THAN 1/8 INCH FROM WHEEL.
- SHATTERPROOF SHIELD (EYE GUARD) WAS MISSING.
- TOOL REST WAS MISSING.
- TONGUE GUARD WAS MISSING.
- TONGUE GUARD WAS GREATER THAN 1/4 INCH FROM THE WHEEL.
- WHEEL WAS CRACKED OR DAMAGED.
- LIGHT BULB IN THE EYE SHIELD WAS BROKEN/MISSING.
- WAS MISSING THE FLAME-RESISTANT DUST COLLECTION BAG.
- WAS MISSING THE HOSE TO THE DUST COLLECTION SYSTEM.

NOTES:

1. EYE SHIELDS ARE NOT NORMALLY INSTALLED ON THE "WET"
GRINDING WHEEL SIDE, BUT EYE PROTECTION IS REQUIRED.
2. GUARD DEFICIENCIES ARE A MINIMUM A PART 2 SAFETY.
3. GOV'T SOURCE OF UNIVERSAL MACHINE GUARDS- ROCKFORD
SYSTEMS, INC. AT 1-800-922-7533 OR
SALES@ROCKFORDSYSTEMS.COM.

OPNAVINST 5100.19D, C1304G(5)
29 CFR 1910.215
SHIP SPEC 665 (AT/FCT)
ANSI B11.9

2GOH GEN SAFETY, DRILL PRESSES:
- POINT-OF-OPERATION GUARD (MOVABLE TELESCOPING DRILL SHIELD
OR SAFETY CHIP SHIELD) WAS NOT INSTALLED ON THE DRILL PRESS.

NOTE: GOV'T SOURCE OF UNIVERSAL MACHINE GUARDS- ROCKFORD
SYSTEMS, INC. AT 1-800-922-7533 OR E-MAIL
SALES@ROCKFORDSYSTEMS.COM.

OPNAVINST 5100.19D C1304A
NAVSEA GSO 665C
SHIP SPEC 665B (AT/FCT)
ANSI B11.8
29 CFR 1910.212

2GOH GEN SAFETY, HATCHES AND SCUTTLES:

- HATCHES/OPENINGS WERE MISSING SAFETY CHAINS AT THE FOLLOWING LOCATIONS:
 - SPACE(S) LEADING TO ESCAPE HATCH(ES) DID HAVE A LABEL PLATE IN THE FOLLOWING LOCATIONS:
 - SCAPE HATCHE(S) DID NOT HAVE A LABEL PLATE IN THE FOLLOWING LOCATIONS:
 - SAFETY HOLD OPEN DEVICES WERE DEFECTIVE ON SCUTTLES AS FOLLOWS:
 - SAFETY HOLD OPEN DEVICES WERE DEFECTIVE ON HATCHES AS FOLLOWS:
 - HATCHES/OPENINGS LACKED GRAB RAILS IN THE FOLLOWING LOCATIONS:
- NOTE 1: THIS CARD IS ALWAYS A PART 1 SAFETY.
- NOTE 2: LABEL PLATE SHALL BE INSTALLED ON THE MAIN ACCESS TO SPACES CONTAINING ESCAPE SCUTTLES THAT ARE REQUIRED TO BE LOCKED. THE LABEL PLATE SHALL READ: "ESCAPE SCUTTLE SERVING THIS SPACE SHALL BE UNLOCKED AT ALL TIMES WHEN THE SPACE IS OCCUPIED".
- NOTE 3: A LABEL PLATE SHALL BE INSTALLED ON TOP OF ESCAPE SCUTTLES INSCRIBED WITH 1-INCH RED LETTERS AS FOLLOWS:
"WARNING ESCAPE SCUTTLE DO NOT OBSTRUCT OR BLOCK".

OPNAVINST 5100.19D, C0102
GSO 602, 622 AND 624
SHIP SPECS 624 (AT/FCT)

2GOH GEN SAFETY, LADDERS:

- LADDERS WERE MISSING SAFETY CHAINS AT THE FOLLOWING LOCATIONS:
 - PINS WERE MISSING ON LADDERS AS FOLLOWS:
 - PINS WERE DEFECTIVE ON LADDERS AS FOLLOWS:
 - RAILINGS WERE MISSING ON LADDERS AS FOLLOWS:
 - RAILINGS WERE UNSAFE ON LADDERS AS FOLLOWS:
 - RAILINGS WERE MISSING DEFECTIVE ON LADDERS AS FOLLOWS:
 - STEPS WERE MISSING ON LADDERS AS FOLLOWS:
 - STEPS WERE UNSAFE ON LADDERS AS FOLLOWS:
 - STEPS WERE DEFECTIVE ON LADDERS AS FOLLOWS:
 - VERTICAL LADDERS WERE OBSTRUCTED/DETERIORATED/UNSAFE IN THE FOLLOWING LOCATIONS:
 - VERTICAL LADDERS DETERIORATED IN THE FOLLOWING LOCATIONS:
 - VERTICAL LADDERS UNSAFE IN THE FOLLOWING LOCATIONS:
- INSPECTOR NOTE: THIS CARD IS ALWAYS A PART 1 SAFETY.

OPNAVINST 5100.19D, C0102
GSO 622 AND 624
SHIP SPECS 624 (AT/FCT'S)

2GOH

GEN SAFETY, LATHES:

- POINT-OF-OPERATION GUARD (MOVABLE SAFETY SHIELD, CHUCK GUARD AND CROSSLIDE TRAVEL STEEL FRAME LATHE SHIELD) WAS NOT INSTALLED ON THE LATHE

NOTE: GOV'T SOURCE OF UNIVERSAL MACHINE GUARDS- ROCKFORD SYSTEMS, INC. AT 1-800-922-7533 OR E-MAIL SALES@ROCKFORDSYSTEMS.COM
INSPECTOR NOTE: GUARD DEFICIENCIES ARE A MINIMUM A PART 2 SAFETY.

OPNAVINST 5100.19D C1304G(5)
NAVSEA GSO 665C
SHIP SPEC 665B (AT/FCT)
ANSI B11.6
29 CFR 1910.212

2GOH

GEN SAFETY, MATERIAL HANDLING EQUIPMENT:

- HOIST EQUIPMENT DID NOT HAVE A LOAD TEST PERFORMED WITHIN THE LAST 5 YEARS.
- THE MONORAIL/OVERHEAD OBSTRUCTIONS WERE NOT COLOR CODED SOLID YELLOW.
- HOIST EQUIPMENT WAS NOT TAGGED OR MARKED TO INDICATE THAT THE LOAD TEST WAS COMPLETED.
- HOIST EQUIPMENT LOAD TEST INFORMATION WAS NOT RECORDED IN A PERMANENT LOG (EQUIPMENT IDENTIFICATION, DATE OF TEST, DESCRIPTION OF TEST, WEIGHT USED FOR TEST, AND TESTING ACTIVITY).
- MONORAIL TRACK/CRANE RAIL HAD INSUFFICIENT HEADROOM AND PRESENTED A STRIKE HAZARD (REQUIRED TO BE A MINIMUM OF 77 INCHES OFF DECK).
- MONORAIL TRACK SECTIONS PERMANENTLY ATTACHED TO THE SHIP STRUCTURE DID NOT HAVE AN INSTALLATION WEIGHT TEST TAG ATTACHED.

INSPECTOR NOTES:

1. THIS CARD IS ALWAYS A PART 2 SAFETY.
2. HOIST EQUIPMENT INCLUDES: DUMBWAITERS, WHIP HOISTS, HAND WHIPS HOISTS, ELECTRIC/PNEUMATIC HOISTS, HAND CHAIN HOISTS, ELECTRIC/PNEUMATIC WIRE ROPE HOISTS, TROLLEY HOISTS, AND BRIDGE CRANES.
3. MONORAIL AND BRAIL HOIST TRACK SECTIONS PERMANENTLY ATTACHED TO THE SHIP STRUCTURE DO NOT REQUIRE PERIODIC LOAD TESTING EXCEPT FOLLOWING MODIFICATIONS OR MAJOR REPAIRS.
4. THIS CARD DOES NOT APPLY TO HOIST EQUIPMENT FOR WEAPONS WHICH HAVE A LOAD TEST OF EVERY 4 YEARS.

NAVSEA GSO 572J
SHIP SPEC 572 (AT/FCT)
NSTM 572-3.2.1

2GOH GEN SAFETY, MILLING MACHINES:
- POINT-OF-OPERATION GUARD (MOVABLE SAFETY SHIELD) WAS NOT
INSTALLED ON THE MILLING MACHINE

NOTE: GOV'T SOURCE OF UNIVERSAL MACHINE GUARDS- ROCKFORD
SYSTEMS, INC. AT 1-800-922-7533 OR E-MAIL
SALES@ROCKFORDSYSTEMS.COM
INSPECTOR NOTE: THIS CARD IS A PART 2 SAFETY.

OPNAVINST 5100.19D C1304G(5)
NAVSEA GSO 665 C
SHIP SPEC 665 B (AT/FCT)
ANSI B11.8
29 CFR 1910.212

2GOH GEN SAFETY, POSTED SAFETY PRECAUTIONS:
- SAFETY PRECAUTIONS AND OPERATING PROCEDURES WERE NOT
POSTED AT THE FOLLOWING INDUSTRIAL EQUIPMENT OR MACHINERY:

OPNAVINST 5100.19D, C0104
GSO 602
SHIP SPEC 602 (AT/FCT)

2GOH GEN SAFETY, ROTATING MACHINERY GUARDS:
- POWER TRANSMISSION DEVICES, SUCH AS CHAINS, PULLEYS,
SHAFTING, FLY WHEELS, GEARS, SPROCKETS AND OTHER MOVING
PARTS OF MACHINE OTHER THAN THE POINT-OF-OPERATION (CITE
LOCATION) WERE NOT ENCLOSED WITHIN THE MACHINE OR OTHERWISE
GUARDED OR LOCATED SO THAT PERSONNEL CONTACT WITH THE MOVING
PART WAS NOT POSSIBLE

NOTE: GOV'T SOURCE OF UNIVERSAL MACHINE GUARDS- ROCKFORD
SYSTEMS, INC. AT 1-800-922-7533 OR E-MAIL
SALES@ROCKFORDSYSTEMS.COM.
INSPECTOR NOTE: GUARD DEFICIENCIES ARE A MINIMUM A PART 2
SAFETY.

OPNAVINST 5100.19D C1304A(17)
NAVSEA GSO 665
SHIP SPEC 665 (AT/FCT)
ANSI B11.19
29 CFR 1910.212

2GOH GEN SAFETY, SAW BLADE GUARDS:
- GUARD WAS NOT INSTALLED ON THE TABLE SAW/CIRCULAR SAW/RIP
SAW/RADIAL SAW/BAND SAW

NOTE: GOV'T SOURCE OF UNIVERSAL MACHINE GUARDS- ROCKFORD
SYSTEMS, INC. AT 1-800-922-7533 OR E-MAIL
SALES@ROCKFORDSYSTEMS.COM
INSPECTOR NOTE: GUARD DEFICIENCIES ARE A PART 2 SAFETY.

OPNAVINST 5100.19D, C1304G
29CFR 1910.212
SHIP SPEC 665 (AT/FCT)
ANSI B11.10

2GOH

GEN SAFETY, SAFETY NETS:

THE ACCESS TRUNK SAFETY NET WAS DEFICIENT AS FOLLOWS:

- NET WAS NOT INSTALLED AT 17 FOOT MAXIMUM INTERVALS.
- TOP NET WAS NOT WITHIN 24 INCHES OF THE TOP LADDER RUNG.
- * ACCESS OPENING WIDTH WAS NOT WITHIN 24 PLUS OR MINUS 2.5 INCHES FROM ONE BOARDER STRAP TO THE OTHER BOARDER STRAP OR BULKHEAD.
- * ACCESS OPENING LENGTH WAS LESS THAN 16 OR MORE THAN 21 INCHES.
- NET HAD LESS THAN 4 INCHES OR MORE THAN 9 INCHES OF NATURAL SAG.
- NET WAS NOT INSTALLED AT LEAST 24 INCHES ABOVE A HORIZONTAL OBSTRUCTION (SPECIFY) THAT PROJECTED MORE THAN 6 INCHES FROM THE TRUNK SIDE.
- DISTANCE FROM BULKHEAD WHERE STAPLE WAS CONNECTED TO THE PERIMETER STRAP EXCEEDED 8.5 INCHES.
- DISTANCE BETWEEN SNAP HOOKS INSTALLED ON PERIMETER STRAPS EXCEEDED THE 12-INCH MAXIMUM SPACING WHEN THERE WERE NOT INTERFERENCES.
- DISTANCE BETWEEN SNAP HOOKS INSTALLED ON PERIMETER STRAPS EXCEEDED THE 16-INCH MAXIMUM SPACING WHEN THERE WERE INTERFERENCES.
- * ALL ENDS WERE NOT FOLDED TO THE UNDERSIDE OF THE NET AND SEWN.
- * SNAP HOOK LOOPS DID NOT HAVE TWO BOX STITCHES AS REQUIRED.
- * SNAP HOOKS WERE NOT INSTALLED SO THAT THE OPENING OF ALL HOOKS WAS DOWN.
- * HOOKS WERE NOT INSTALLED TO SUPPORT BOARDER STRAPS AS REQUIRED.
- * UNAUTHORIZED SNAP HOOKS WERE USED ON THE NET.
- WEB SLOTS WERE NOT SPACED ON 5 INCH CENTERS (+/- 1/8 INCH).
- NET WAS NOT LOAD TESTED TO REQUIRED WEIGHT OF 1750 LBS.
- LOAD TEST TAG DID NOT CONTAIN THE MANUFACTURING ACTIVITY, DATE OF MANUFACTURE, TESTING ACTIVITY, DATE TESTED, TEST LOAD, TRUNK COMPARTMENT NUMBER AND NET LOCATION. REQUIRED ON NEW NETS MADE AFTER 1 JAN 2005.
- NET WEBBING WAS TWISTED.
- NET LACKED LOAD TEST TAG. (NOTE: WAS NOT REQUIRED ON CVN 75 OR EARLIER BUT REQUIRED ON CVN 76 AND FOLLOW-ON; NOT REQUIRED ON AMPHIBS BUT ARE ON LHD 8, LPD 17 AND FOLLOW-ON. ALL NEW NETS INSTALLED ON THESE SHIPS REQUIRE LOAD TEST TAGS.).
- NET WAS DAMAGED (SPECIFY).
- * NET WAS MISSING.

NAVSEA GSO 612

SHIP SPEC 612 (AT/FCT)

NAVSEA DRAWING 804-5184163 REV A

2GOH GEN SAFETY, SAFETY HAZARDS:

- SLIP/TRIP OR FALL ITEM (SPECIFY) CREATED A SAFETY HAZARD.
 - OVERHEAD OBSTRUCTION (SPECIFY) CREATED A SAFETY HAZARD.
- INSPECTOR NOTE: THIS IS A PART 2 SAFETY.

OPNAVINST 5100.19D, C0102
SHIP SPEC 070 (AT/FCT)

2GOH GEN SAFETY, SECURE FOR SEA:

- LOCKERS/MACHINES/EQUIPMENT/CABINETS/HEAVY GEAR AND PERMANENTLY INSTALLED EQUIPMENT/COMPUTERS/NON-PORTABLE ITEMS WERE NOT FIRMLY SECURED TO THE DECK/TABLE TOP/BULKHEAD OR SPACE HAD MISCELLANEOUS ITEMS NOT PROPERLY STORED FOR SEA.
INSPECTOR NOTE: BASED ON RAC ASSOCIATED WITH THE EQUIPMENT NOT SECURED DETERMINES IF THIS IS A PART 1 OR PART 2 SAFETY.
LIST ALL SPACES ON THE APPROPRIATE CARD WITH ONLY ONE PART 1S AND ONE PART 2S CARD PER SHIP.
NOTE: EQPT AND FURNISHING MUST MEET EITHER CLASS B OR C SHOCK REQUIREMENTS. CLASS B AND C ARE SHOCK DESIGN CRITERIA FOR EQPT NOT REQUIRED FOR THE SAFETY AND COMBAT CAPABILITY OF THE SHIP.
THEY MUST BE SECURED TO WITHSTAND SHOCK LOADING WITHOUT THE EQPT, OR ANY EXTERNAL PORTION OF THE EQPT, COMING ADRIFT OR OTHERWISE CREATING A HAZARD TO PERSONNEL DURING OR AFTER AN ATTACK.

OPNAVINST 5100.19D, C0102
NAVSEA GSO 665 F AND 072

2GOH GEN SAFETY, SLIP HAZARDS:

- THREE SLIP-RESISTANT TREADS (MINERAL-COATED TREADS, 6 INCHES BY 24 INCHES) WERE NOT PROVIDED AT THE HEAD AND FOOT OF NUMEROUS LADDERS, ON BOTH SIDES OF DOORS AND ARCHES WITH HIGH COAMING USED FOR CONTINUOUS TRAFFIC, AND AT BOTH SIDES OF CREW MESSING SPACE DOORS

OPNAVINST 5100.19D, C0102
SHIP SPEC 634 (AT/FCT)

2GOH

GEN SAFETY, WORKSHOP SAFETY MARKINGS:

WORKSHOP AREAS HAD THE FOLLOWING DISCREPANCIES:

- GUARDS ENCLOSING ROTATING MACHINERY, SHAFTS, OR MOVING PARTS WHICH COULD CAUSE DEATH OR INJURY WERE NOT PAINTED RED, BLACK, WHITE, OR YELLOW.
- OPERATOR WORK AREAS OF PERMANENTLY INSTALLED EQUIPMENT WERE NOT MARKED WITH YELLOW AND BLACK CHECKERBOARD OR STRIPING.
- NON-SKID MATERIAL WAS NOT APPLIED IN THE OPERATOR WORK AREA.
- EYE HAZARDOUS AREAS WERE NOT OUTLINED IN YELLOW AND BLACK CHECKERBOARD OR STRIPING.

INSPECTOR NOTES:

1. NON SKID TREADS CANNOT HAVE SPACES IN BETWEEN THEM.
2. SOLID WHITE OR YELLOW LINES MARKING SAFE TRAFFIC LANES OR CAUTION AREAS MAY BE APPLIED IF SPACE ALLOWS, BUT DO NOT TAKE THE PLACE OF MARKING INDIVIDUAL HAZARDS).
3. DANGER. DANGER SIGNS ARE RED, BLACK, AND WHITE, TO INDICATE A HAZARDOUS SITUATION, WHICH HAS A HIGH PROBABILITY OF DEATH OR SEVERE INJURY. YELLOW. YELLOW IS THE BASIC COLOR FOR DESIGNATING CAUTION AND FOR MARKING PHYSICAL HAZARDS.

OPNAVINST 5100.19D, C1304, C0104, B0504B

NAVSEA GSO 665

SHIP SPEC 602/665 (AT/FCT)

29 CFR 1910.144

ANSI Z53.1-1979

2GOH

HAZMAT, BROMINE CARTRIDGES:

BROMINE CARTRIDGES WERE DEFICIENT AS FOLLOWS:

- WERE NOT STORED IN A CLEAN, DRY, VENTILATED SPACE.
- WERE DAMAGED, DETERIORATED, OR LEAKING RESIN.
- WERE NOT STORED IN A BROMINE STOWAGE CABINET.
- HAD EXPIRED.
- STORAGE LOCKER DID NOT HAVE THE REQUIRED WARNING PLACARD.

NOTE 1: WARNING PLACARD MUST STATE:

- "WARNING - CONTAINS BROMINE CARTRIDGES - IRRITATING VAPORS - DO NOT OPEN CARTRIDGE SHIPPING CONTAINER IN CONFINED AREA, AVOID BREATHING DUST OR GASES, DO NOT PUNCTURE OR ATTEMPT TO OPEN BROMINATING CARTRIDGE. DO NOT STORE OPENED CONTAINERS CONTAINING SPENT CARTRIDGES. HANDLING OF LOOSE BROMINE RESIN CAUSES SKIN REDNESS OR EYE IRRITATION. BROMINE RESIN MAY BE HARMFUL IF SWALLOWED. WHENEVER HANDLING LOOSE BROMINE RESIN, PERSONNEL SHALL WEAR RUBBER GLOVES AND GOGGLES.

IN THE EVENT OF SKIN OR EYE CONTACT WITH BROMINE RESIN, THOROUGHLY FLUSH THE AFFECTED AREA FOR A PERIOD OF 15 MINUTES WITH POTABLE WATER AND SEEK MEDICAL ATTENTION. DISPOSE OF CARTRIDGES AS SOLID WASTE. DO NOT INCINERATE CARTRIDGES".

NOTE 2: BROMINE CARTRIDGES ARE TYPE 1 NON-EXTENDABLE HAZMAT.

GSO 532C

NAVMED P-5010-6-21.1(5)

NSTM 533-3.4.4

SHIP SPECS 532

NSTM 533-3.4.5

NSTM 533-3.5.1.2.5

NSTM 533-3.5.1.1.1.3.1

NSTM 670-5.2 AND 5.3

2GOH

HAZMAT, CALCIUM HYPOCHLORITE:

CALCIUM HYPOCHLORITE STORAGE/HANDLING HAD THE FOLLOWING DISCREPANCIES:

- READY USAGE STOCKS WERE NOT STOWED IN A LOCKED BOX THAT WAS BULKHEAD MOUNTED IN THE COGNIZANT OFFICE SPACE.
 - STORAGE OF CALCIUM HYPOCHLORITE WAS NOT PROHIBITED IN MACHINERY SPACES, FLAMMABLE LIQUIDS STOREROOM, BERTHING SPACES, STOREROOMS, OR IN THE OIL AND WATER TEST LABORATORY AREAS.
 - STORAGE OF PAINTS, OILS, GREASES OR COMBUSTIBLE ORGANIC MATERIALS WAS NOT PROHIBITED IN THE AREA OF LOCKERS OR BINS USED FOR STOREROOM STOCKS.
 - READY USE STOCK WAS NOT LIMITED TO NO MORE THAN 48 6-OUNCE BOTTLES OR 36 3-3/4 POUND BOTTLES IN ANY INDIVIDUAL LOCKER.
- INSPECTOR NOTES:

1. HM STORAGE DEFICIENCIES ARE A MINIMUM PART 2 SAFETY.
 2. DE-CONTAMINATION CONTROL PROCEDURES REQUIRE THE USE OF CALCIUM HYPOCHLORITE.
- CONTAMINATION CONTROL AREAS (CCA) AND COLLECTIVE PROTECTION AREAS (CPS) ARE REQUIRED TO HAVE AT LEAST 48 6 OZ. BOTTLES PER 100 INDIVIDUALS.
- THE MINIMUM AMOUNT TO BE CARRIED AT ALL TIMES IS 192 6 OZ BOTTLES FOR AIR CAPABLE SHIPS (AMPHIBS AND CARRIERS) AND 144 6 OZ BOTTLES FOR ALL SURFACE SHIPS.

OPNAVINST 5100.19D, C2309C
PMS MRC 6521/601-75 OF JULY 95, Q-1
NSTM 670-5.5
NSTM 470-7.2.3.1 AND TABLE 470-7-1

2GOH

HAZMAT, CALCIUM HYPOCHLORITE LOCKER:

CALCIUM HYPOCHLORITE LOCKER(S) HAD THE FOLLOWING DEFICIENCIES:

- THREE 1/4 INCH VENT HOLES WERE NOT DRILLED IN THE BOTTOM OF THE STORAGE BOX TO ALLOW RELEASE OF ANY CHLORINE PRODUCTS.
 - ALL LOCKERS, BINS AND ENCLOSURES WERE NOT LABELED WITH RED LETTERS ON A WHITE BACKGROUND (HAZARDOUS MATERIAL CALCIUM HYPOCHLORITE).
 - STOREROOM STOCKS WERE NOT STOWED IN LABELED VENTILATED LOCKERS OR BINS.
 - LOCKERS OR BINS FOR STOREROOM STOCKS WERE NOT LOCATED IN AN AREA WHERE THE MAXIMUM TEMPERATURE WOULD NOT EXCEED 100 DEGREES F UNDER NORMAL OPERATING CONDITIONS AND WHERE WATER CONDENSATION COULD NOT ACCUMULATE.
 - LOCKERS OR BINS FOR STOREROOM STOCKS WERE NOT SEPARATED BY AT LEAST 5 FEET FROM ANY POINT, HEAT SOURCE, OR SURFACE WHICH MAY EXCEED 140 DEGREES F AND/OR WERE ADJACENT TO A MAGAZINE.
 - CONDITION OF THE CABINET WAS SEVERELY DETERIORATED.
- INSPECTOR NOTE: DEFICIENCIES ARE PART 2 SAFETY.

OPNAVINST 5100.19D, C2309C
PMS MIP 6521/601-75, Q-1
NSTM 670-5.5

COMPRESSED GAS CYLINDER RACKS HAD THE FOLLOWING DISCREPANCIES:

- LACKED BOTH HORIZONTAL AND VERTICAL RESTRAINTS TO MEET CLASS B SHOCK REQUIREMENTS.
- LACKED HORIZONTAL RESTRAINTS TO MEET CLASS B SHOCK REQUIREMENTS.
- LACKED VERTICAL RESTRAINTS TO MEET CLASS B SHOCK REQUIREMENTS.
- WERE NOT INDIVIDUALLY SECURED.
- WERE NOT PROTECTED FROM THE SUN AND WEATHER ON THE WEATHER DECKS.
- FLAMMABLE GAS CYLINDERS WERE NOT SEGREGATED FROM OXYGEN CYLINDERS.
- EMPTY CYLINDERS WERE NOT MARKED "MT".
- CYLINDERS WERE DAMAGED.
- WERE DETERIORATED.
- WERE NOT COLOR CODED AS TO CONTENTS IN CYLINDER.
- WAS MISSING A PROTECTIVE CAP.

INSPECTOR NOTES:

1. WRITE ONE CARD PER RACK OR SPACE IF ONLY A FEW INDIVIDUAL CYLINDERS ARE IN THE SPACE.
2. IF CYLINDERS ARE NOT SECURED PROPERLY, THIS CARD IS A PART 2 SAFETY.
3. KEVLAR STRAPS HAVE SEWN VICE MELTED ENDS, MAY BE LABELED AS KEVLAR, AND ARE OFTEN YELLOW OR LIGHT BROWN IN COLOR.

OPNAVINST 5100.19D, C2311

NAVSEA STD DRAWING NUMBER 803-5184287

INGALLS MANUFACTURER DRAWING SP-000912

2GOH

HAZMAT, CORROSIVES CABINET:

THE CORROSIVES LOCKER HAD THE FOLLOWING DISCREPANCIES:

- SPILLAGE IN LOCKER.
- DOOR WAS NOT SELF-CLOSING.
- THE LOCKER WAS NOT LOCKABLE.
- LOCKER WAS NOT BLUE OR WHITE IN COLOR.
- LOCKER WAS NOT WELDED TO THE DECK AS REQUIRED BY MIL-S-901.
- LOCKER WAS NOT FITTED WITH POLYETHYLENE TRAYS OR LINERS.
- DAMAGED DOOR.
- SPILLAGE IN LOCKER.
- CORRODED.
- NOT PROPERLY LABELED FOR ACID OR CORROSIVE STORAGE.
- SHELVES WERE NOT LINED WITH ACID-RESISTANT/CORROSION RESISTANT MATERIAL (LEAD, RUBBER, OR POLYETHYLENE LINERS).
- BOTTLES OR CARBOYS WERE NOT CUSHIONED OR RETAINED IN ORIGINAL PACKAGING FOR SAFETY.
- MATERIALS WERE NOT PROPERLY LABELED.
- INCOMPATIBLE MATERIALS WERE STORED IN THE CORROSIVES LOCKER (SPECIFY).
- STRONG BASES (SUCH AS SODIUM HYDROXIDE) WERE STORED WITH INCOMPATIBLE STRONG ACIDS (SUCH AS NITRIC ACID) IN THE SAME CORROSIVES LOCKER.

INSPECTOR NOTE: HM STORAGE DEFICIENCIES ARE PART 2 OR PART 2 SAFETY.

OPNAVINST 5100.19D, ARTICLE C2304 AND C2308
NSTM 670, 670-6.3.2

NSTM 670 TABLE 670-6.2 APPROVED MODELS FOR SHIPBOARD
INSTALLATION ARE:

A. JUSTRITE MODELS 35042B (4 GAL), 25712B (12 GAL),
25742B (22 GAL, 2 DOORS), 25704 (30 GAL, 2 DOORS), AND
25530B (30 GAL).

B. PROTECTOSEAL MODELS 5513SPH (2 GAL), 5516APH (5 GAL),
5517SPH (12 GAL), AND 5530SPH (30 GAL).

C. SCIMATCO MODEL SC8071 (NO NSN) POLYPROPYLENE
ISOLATION CHAMBER.

2GOH HAZMAT, HAZMAT COORDINATOR TRAINING:

- HAZMAT COORDINATOR WAS NOT A GRADUATE OF THE AFLOAT HAZMAT COORDINATOR COURSE AS SPECIFIED IN OPNAVINST 5100.19D, B0302E

OPNAVINST 5100.19D, B0302E(1)

2GOH HAZMAT, HAZMAT COORDINATOR:

- COMMISSIONED OFFICER FROM THE SUPPLY DEPARTMENT WAS NOT APPOINTED IN WRITING BY THE COMMANDING OFFICER AS HAZARDOUS MATERIAL COORDINATOR.

- FOR SHIPS SMALLER THAN A FRIGATE, COMMISSIONED OFFICER WAS NOT APPOINTED IN WRITING BY THE COMMANDING OFFICER AS HAZARDOUS MATERIAL COORDINATOR.

- WHEN DESIGNATED BY THE TYCOM WHERE THE NUMBER OF COMMISSIONED OFFICERS IS LIMITED OR WHEN THE APPOINTMENT WOULD POSE AN EXCESSIVE BURDEN ON THE SHIP, A CHIEF OR LEADING PETTY OFFICER WAS NOT APPOINTED AS HM COORDINATOR.

OPNAVINST 5100.19D, B0302A(1)(B)

2GOH HAZMAT, HM SUPERVISOR TRAINING:

- THE HM SUPERVISOR WAS NOT A GRADUATE OF THE HMC&M TECHNICIAN (SNEC 9595) COURSE (A-322-2600).

- HAZMINCEN (IF ESTABLISHED) HM SUPERVISOR WAS NOT A GRADUATE OF THE CHRIMP/HICS TECHNICIAN COURSE.

OPNAVINST 5100.19D, B0302E

2GOH

HAZMAT, HAZMAT SPILL KIT:

DCA DID NOT MAINTAIN THE HAZMAT SPILL RESPONSE KIT (AEL 2-550024007 SURFACE SHIPS) (AEL 2-550024009 FOR MINESWEEPERS), ISSUED AS ONE KIT PER EVERY TWO REPAIR LOCKERS PER SHIP.

THE HAZMAT SPILL RESPONSE KIT(S) WERE MISSING THE FOLLOWING INVENTORY ITEMS:

- TOXICOLOGICAL APRON (LARGE, TYVEK OR SARANEX, 8415-00-281-7815, QTY: 10 EA).
- PLASTIC BAGS (55 GAL, 8105-01-183-9764, QTY: 12 BX).
- SCRUBBING BRUSH (7920-00-282-2470, QTY: 1 EA).
- TOXIGOLOGICAL DISPOSABLE COVERALLS (LARGE, 8415-01-415-7450, QTY: 1 BX).
- TOXICOLOGICAL DISPOSABLE COVERALLS (MEDIUM, 8415-01-415-7451, QTY: 1 BX).
- HGX MERCURY DECONTAMINANT (6850-01-230-8556, QTY: 1 CN).
- SHIPPING DRUM (8110-00-866-1728, QTY: 1 EA).
- RUBBER DUSTPAN (7290-00-616-0109, QTY: 1 EA).
- SURGEON GLOVES (6515-01-149-8841), QTY: 12 PG).
- TOXICOLOGICAL GLOVES (LARGE, 8415-00-753-6553, QTY: 3 PR).
- RUBBER GLOVES (SZ 10, 8415-01-013-7382, QTY: 3 PR).
- IND-CLR GOGGLES (4240-00-190-6432, QTY: 6 PR).
- DOT HAZMAT SPILL RESPONSE HANDBOOK (7610-01-350-5837, QTY: 1 EA).
- BRUSH HANDLE (7920-00-141-5452, QTY: 1 EA).
- HAZARDOUS WASTE LABELS (OI-0116-LF-051-0020, QTY: 50 PG) (FRM NAVY PUBLICATIONS AND PRINTING SERVICE, NPFC, PHILADELPHIA).
- PCB LABELS (OI-0116-LF-008-6500, QTY: 25 PG) (FRM NAVY PUBLICATIONS AND PRINTING SERVICE, NPFC, PHILADELPHIA).
- MEDICAL LOCKER (2090-00-368-4795, QTY: 1 EA).
- LITMUS PAPPER (BLUE, 6640-00-290-0146, QTY: 1 HD).
- SORBENT PILLOWS (7930-01-353-6414, QTY: 20 BX).
- SORBENT SOCKS (7930-01-353-6415, QTY: 6 BX).
- SQUEEGEE (7920-00-224-8339, QTY: 1 EA).

OPNAVINST 5100.19D, B0302A(5)(D)

AEL 2-550024007

AEL 2-550024008 (FOR SAMALL CRAFT)

AEL 2-550024009 FOR MINESWEEPERS ONLY

NSTM 670-1.7.3.3

2GOH

HAZMAT, IN-USE FLAMMABLE LKR, COMMERCIAL:

THE COMMERCIAL IN-USE FLAMMABLE LIQUID LOCKER HAD THE FOLLOWING DISCREPANCIES:

- WAS NOT YELLOW IN COLOR.
- WAS NOT WELDED TO THE DECK AS REQUIRED BY MIL-S-901.
- WAS LOCATED IN A LIVING SPACE, PASSAGEWAY, MAGAZINE, STEERING GEAR ROOM, OR AIRCRAFT HANGAR.
- WAS LOCATED IN A SPACE THAT WAS NOT MECHANICALLY VENTILATED.
- WAS MORE THAN A TOTAL OF 30 GALLONS OF FLAMMABLE MATERIAL STORED IN THE SAME COMPARTMENT.
- WAS NOT INSTALLED AT LEAST SIX INCHES FROM BULKHEADS.
- AN 18 POUND PKP DRY CHEMICAL EXTINGUISHER WAS NOT INSTALLED IN THE VICINITY OF THE LOCKER.
- WAS NOT MARKED "WARNING, NO SMOKING, NO OPEN FLAMES".
- THE DOOR WAS NOT SELF-CLOSING.
- THE DOOR WAS NOT LOCKABLE.
- WAS IN DETERIORATED MATERIAL CONDITION.
- HAD SPILLAGE ON SHELVES.
- HAD QUANTITIES IN EXCESS OF 7-DAY WORKING STOCK.
- DOOR WAS SPRUNG, FAILED TO SEAL.
- WAS NOT MARKED "FLAMMABLE" OR "FLAMMABLE/COMBUSTIBLE LIQUIDS".
- WAS NOT MARKED " DURING STRIP SHIP CONDITIONS, THE CONTENTS OF THIS CABINET SHALL BE RELOCATED TO A FLAMMABLE LIQUIDS STOREROOM, ISSUE ROOM, OR READY SERVICE STOREROOM".
- DID NOT HAVE A CURRENT INVENTORY OF THE CONTENTS POSTED ON THE DOOR OF THE LOCKER, PER MRC 6641-Q36R.
- WAS NOT AN APPROVED MODEL FOR SHIPBOARD USE:

NOTES:

NAVSEA NSTM 670 APPROVED COMMERCIAL IN-USE FLAMMABLE STORAGE LOCKERS TABLE 670-4-3 ARE:

- CURRENTLY AVAILABLE: DELTA MODELS - CSL 10 (10 GAL) AND CSL 15 (15 GAL); AND PROTECTOSEAL MODELS - 5517S (12 GAL) AND 5530S (30 GAL).

OPNAVINST 5100.19D C2304B

MRC 6641-Q36R

SHIP SPEC 665 (FOR AT/FCT ONLY)

NSTM 670-4.3, APPENDIX B

NAVSEA DRAWING 803-5959316

2GOH

HAZMAT, LABELING OF CONTAINERS:

CONTAINERS INTO WHICH HAZARDOUS MATERIALS WERE TRANSFERRED:

- WERE NOT PROPERLY MARKED/LABELED.
- WERE MISSING LABELS.
- LABELS WERE DETERIORATED.
- USED AND EXCESS HAZMAT WAS NOT PROPERLY LABELED.

TANKS AND BULK CONTAINERS WERE NOT LABELED AS TO CONTENTS.

NOTE: LABELS MUST CONTAIN MATERIAL NAME, MANUFACTURER'S NAME, NATURE OF THE HAZARD, AND TARGET ORGAN.

OPNAVINST 5100.19D, C2302E

DD FORM 2521 AND 2522 LABELS

NSTM 670-1.9

2GOH HAZMAT, MATERIAL SAFETY DATA SHEETS:

HAZMAT COORDINATOR:

MDR:

- DID NOT HAVE A COPY OF THE CD-ROM OR ACCESS TO THE HAZARDOUS MATERIALS INFORMATION RESOURCE SYSTEM (HMIRS) VIA THE DOL SPONSORED WEBSITE (WWW.DLIS.DLA.MIL/HMRIS).
- DID NOT MAINTAIN HARD COPY MSDS FOR HAZMAT NOT COVERED BY HMIS.
- DID NOT HAVE MSDS'S FOR OPEN PURCHASE ITEMS ON BOARD OR AVAILABLE UPON REQUEST.
- FOR OPEN PURCHASE ITEMS, AN SFR WAS NOT SUBMITTED TO NAVICP CODE 07722 WITH THE MSDS NUMBER, IF IN HMIS, OR A HARD COPY OF THE MSDS.

NOTE: LABELS MUST CONTAIN MATERIAL NAME, MANUFACTURER'S NAME, NATURE OF THE HAZARD, AND TARGET ORGAN.

OPNAVINST 5100.19D, B0302D(1), C2302C(1)

2GOH HAZMAT, MERCURY STORAGE:

MERCURY THERMOMETERS, SMALL QUANTITIES OF MERCURY, MERCURY-BEARING COMPONENTS (SPECIFY):

- WERE NOT STORED IN NAVSEA MERCURY STORAGE LOCKER, DRAWING NUMBER 803-5184175.
- WERE NOT SECURED TO AVOID ACCIDENTAL BREAKAGE, IN ORIGINAL CONTAINERS, IN A COOL, DRY LOCATION.
- WERE NOT IN A DRAWER OR LOCKER LABELED FOR HAZARDOUS MATERIAL STORAGE.

OPNAVINST 5100.19D, C2307F
NSTM 670-3.5

2GOH HAZMAT, OPEN PURCHASE:

- OPEN PURCHASE OF HAZMAT WAS NOT RESTRICTED TO ONLY THOSE ITEMS FOR WHICH STOCK NUMBER PRODUCT COULD BE DETERMINED TO BE INFERIOR, DUE TO URGENCY, OR MATERIAL COULD NOT BE SATISFIED FROM STOCK.
- AN SFR WAS NOT SUBMITTED FOR THE OPEN PURCHASE ITEM.
- OPEN PURCHASE OF HAZMAT WAS NOT SIGNED AND AUTHORIZED BY AN OFFICER O-5 OR ABOVE.

OPNAVINST 5100.19D, B0302A(6)(B) AND (C), C2302C

2GOH HAZMAT, SPILL TRAINING:

- DOCUMENTATION WAS NOT AVAILABLE TO VERIFY THAT DCA TRAINED THE SHIP'S DAMAGE CONTROL TEAM/FIRE DEPARTMENT IN RESPONDING TO SPILLS OF HAZMAT
- INSPECTOR NOTE: ACTUAL DRILLS ARE REQUIRED ONLY AS OFTEN AS THE DCA FEELS IS NECESSARY.

OPNAVINST 5100.19D, B0302E(3)

2GOH HAZMAT, STORAGE AREA SIGNS:

- HAZARDOUS MATERIAL STORAGE AREA WAS NOT MARKED WITH A CAUTION PLACARD OR SIGN STATING "HAZARDOUS MATERIAL STORAGE AREA". SIGNS ARE AVAILABLE UNDER NSN 9905-01-342-4851 (10" X 7") OR 9905-01-342-4859 (3" X 5").
- FLAMMABLE MATERIAL STORAGE LOCATION WAS NOT POSTED WITH NO SMOKING SIGNS.

OPNAVINST 5100.19D, C2304C
NSTM 670-2.1.3.1

2GOH HAZMAT, STOWAGE:

- MORE THAN A 7-DAY'S SUPPLY OF ROUTINELY USED HAZMAT WAS STORED IN OR NEAR THE USER COMPARTMENT.
- INCOMPATIBLE MATERIAL (SPECIFY) WAS STORED IN PROXIMITY.
- HAZMAT STORAGE AREA (SPECIFY) HAD LEAKING CONTAINERS.
- HAZMAT CONTAINERS WERE NOT SECURE FOR SEA AND SUBJECT TO SPILLAGE.
- VENTILATION EXHAUST TERMINALS WERE BLOCKED BY HAZMAT CONTAINERS.
- AISLES AND PASSAGEWAYS IN THE STORAGE AREA WERE BLOCKED.
- ACCESS TO EXITS, SAFETY EQUIPMENT, ALARMS, AND FIRE EXTINGUISHING EQUIPMENT WAS OBSTRUCTED BY HAZMAT.
- FLAMMABLE/COMBUSTIBLE HAZMAT STORAGE AREA LACKED REQUIRED FIRE SUPPRESSION PROTECTION.
- HAZMAT STOWAGE AREA WAS NOT CORRECT FOR TYPE THE OF MATERIAL IN THAT LOCATION (SPECIFY).

INSPECTOR NOTES:

1. INDICATE IF THE STOWAGE APPLIES TO AEROSOLS, FLAMMABLES, OXIDIZERS, CORROSIVES.
2. HM STORAGE DEFICIENCIES ARE A MINIMUM PART 2 SAFETY.

OPNAVINST 5100.19D, C2304
NSTM 670-1.1 AND 670-1.6
MOBILE REUSE CENTER (MRC) TECH MANUAL 0910-LP-018-1360
(APPLICABLE TO AIR-CAPABLE SHIPS)

2GOH HAZMAT, USED/EXCESS HAZMAT DISPOSAL:

- RAGS, CONTAINERS, OR OTHER RESIDUAL MATERIALS CONTAMINATED WITH HAZ MAT WERE NOT PROCESSED ABOARD (IF CAPABLE) OR CONTAINERIZED FOR SHORE PROCESSING OR DISPOSAL.
 - USED HM WAS NOT SEGREGATED FOR COLLECTION.
 - USED HM WAS NOT LABELED AS TO CONTENTS OR HAD A LABEL STATING THAT THE CONTENTS WERE UNKNOWN.
 - MATERIALS WERE NOT SEGREGATED FROM INCOMPATIBLES.
 - CONTAINERS WERE NOT PROPERLY STORED AWAITING OFF-LOAD.
 - HAZMAT WAS NOT COLLECTED IN ORIGINAL CONTAINERS, IF POSSIBLE.
 - HAZMAT WAS NOT REVIEWED FOR EXTENSION OF SHELF-LIFE AND REUSE.
- INSPECTOR NOTE: HM STORAGE DEFICIENCIES ARE A MINIMUM PART 2 SAFETY.

OPNAVINST 5100.19D, C2302G

2GOH HAZMAT, WORKCENTER TRAINING:

- DOCUMENTATION WAS NOT AVAILABLE TO SHOW THAT, PRIOR TO INITIAL USE OR HANDLING OF HAZMAT, WORKCENTER SUPERVISORS HAD TRAINED WORKCENTER PERSONNEL HAD BEEN TRAINED ON THE HAZARDS OF THE MATERIAL, WERE FAMILIAR WITH WHAT AN MSDS IS, WHAT IT CONTAINS, AND WHERE A COPY CAN BE FOUND

OPNAVINST 5100.19D, B0302A(10), A0503F

2GOH HAZMINCEN, 24-HOUR SERVICE:

- HAZMINCEN DID NOT PROVIDE 24 HOURS OF SERVICE TO WORKCENTER CUSTOMERS

OPNAVINST 5100.19D, C2303B(2)

2GOH HAZMINCEN, BAR CODE EQUIPMENT:

- BAR CODE PRINTER (SPECIFY MODEL) HAD THE FOLLOWING DEFICIENCIES:
- BAR CODE READER (SPECIFY MODEL) HAD THE FOLLOWING DEFICIENCIES:

OPNAVINST 5100.19D, B0302D(5)(A)

2GOH HAZMINCEN, FACILITY:

TO ISSUE VARIOUS TYPES OF COMMON-USE HAZMAT USED ABOARD SHIP, THE HAZMINCEN FACILITY WAS NOT EQUIPPED WITH:

- PERSONAL PROTECTIVE EQUIPMENT.
 - VENTILATION.
 - FIRE AND SPILL PROTECTION.
 - SHELVING.
 - CONTAINMENT TO SAFELY STORE, SEGREGATE, AND ISSUE.
 - COMPUTER AND PERIPHERALS TO RUN THE HICSWIN SOFTWARE.
- THE SHIP DID NOT HAVE A HAZMINCEN FACILITY (REQUIRED FOR SHIPS LARGER THAN A FRIGATE BY SHIPALT).

NOTE: TECHNICAL ASSISTANCE ON HAZMINCEN SET-UP AND HICSWIN IS AVAILABLE AT NO COST TO THE SHIP BY CONTACTING YOUR NEAREST FISC HAZMAT PROGRAM OFFICE:

- SAN DIEGO (619) 556-5026.
- NORFOLK (757) 443-1269/2411.
- MAYPORT (904) 270-6662/3.
- PUGET SOUND AREA (360-476-6949.

OPNAVINST 5100.19D, C2303C

DDG-51 CLASS SHIPALT 51-00288K, ECP 51-1383, AWI-1180, DP-2176, OR FMR 3415.

MOBILE REUSE CENTER (MRC) TECH MANUAL 0910-LP-018-1360 (APPLICABLE TO AIR CAPABLE SHIPS ONLY)

2GOH

HAZMINCEN, FUNCTION:

THE ESTABLISHED HAZMINCEN WAS DEFICIENT IN THE FOLLOWING FUNCTIONS:

- HAZMAT WAS NOT STORED IN CONTAINERS OR COMPARTMENTS RESERVED AND CONFIGURED EXCLUSIVELY FOR HAZMAT.
- BULK AND INFREQUENTLY USED HAZMAT WAS NOT STORED IN COMPLIANT STORAGE SPACES, AND ONLY MOVED TO THE HAZMINCEN WHEN NECESSARY FOR REPLENISHMENT AND USE.
- HAZMAT WAS NOT AVAILABLE TO WORKCENTERS 24 HOURS PER DAY.
- HAZMAT WAS NOT RECORDED AND CONTROLLED USING THE NAVY-DEVELOPED HICSWIN SOFTWARE IN A MANNER THAT PERMITS AUDITING OF THE STORE INVENTORY AND THE USER.
- AMOUNT OF COMMON-USE HAZMAT WAS NOT RESTRICTED TO THE MINIMUM LEVEL NECESSARY FOR WORK IN SHIP WORKCENTERS. (WORKCENTERS MAYBE ALLOWED TO RETAIN A 7-DAY QUANTITY OF HM USED DAILY IN SUITABLE LOCKERS OR CABINETS).
- OPTIMAL PROCEDURES AND FACILITIES WERE NOT PROVIDED FOR THE TURN-IN OF USED HAZMAT, EMPTY HAZMAT CONTAINERS, AND HAZMAT-CONTAMINATED ITEMS.
- PREVIOUSLY ISSUED UNUSED HAZMAT WERE NOT CONSOLIDATED FOR EITHER REUSE OR CATEGORIZED FOR ALTERNATE USE.
- HAZMAT WAS NOT PROPERLY PROCESSED FOR SAFE OFFLOAD/DISPOSAL ASHORE.
- PROCUREMENT AND RECEIPT OF HAZMAT AUTHORIZED ABOARD WAS NOT COORDINATED WITH THE HAZMINCEN.
- SATELLITE LOCATIONS NOT MONITORED FOR COMPLIANCE.
- SHML BY SHIP TYPE (T-SHML) WAS NOT UPDATED FROM SALTS MONTHLY AS THE SHIP'S AUTHORIZED USE LIST (AUL).

OPNAVINST 5100.19D, C2303B, C2302B(5)(2)

2GOH

HAZMINCEN, ISSUED MATERIAL CONTROL:

- THE REMAINING HAZMAT, ITS EMPTY CONTAINER, AND ANY RESIDUE FROM THE MAINTENANCE ACTION WAS NOT RETURNED TO THE HAZMINCEN AT THE COMPLETION OF A MAINTENANCE ACTION, THE END OF THE WORK DAY, OR THE END OF THE 7-DAY USE PERIOD.
- THE RETURN WAS NOT ENTERED INTO HICSWIN.
- HAZMINCEN OPERATORS DID NOT USE HICSWIN TO PRINT OUT A REPORT OF THE WORKCENTERS DELINQUENT IN RETURNING UNUSED HAZMAT OR EMPTY CONTAINERS AND VIGOROUSLY SEEK OUT THE MATERIAL NOT RETURNED.

OPNAVINST 5100.19D, C2303E(2)(D)

2GOH

HAZMINCEN, LABELING ISSUED CONTAINERS:

- HAZMINCEN SUPERVISOR DID NOT ENSURE THAT WHEN HAZMAT WAS TRANSFERRED INTO OTHER CONTAINERS PRIOR TO ISSUE THE NEW CONTAINERS WERE PROPERLY MARKED

OPNAVINST 5100.19D, C2302E

2GOH HAZMINCEN, MSDS AVAILABILITY:

- EVERY ITEM OF HAZMAT IN THE HAZMINCEN DID NOT HAVE AN MSDS (ACCESSIBLE FROM THE HMIRS WEBSITE FOR GOVERNMENT SUPPLY STOCK ITEMS OR A HARD COPY FOR OPEN PURCHASED ITEMS)/MSDS'S WERE NOT READILY AVAILABLE/PROVIDED TO PERSONNEL ISSUED MATERIAL.

OPNAVINST 5100.19D, B0302A(6), C2302C(1)

2GOH HEARING CONSERVATION, AIRBORNE NOISE MEASUREMENTS:

AIRBORNE NOISE MEASUREMENTS CONDUCTED DURING THE BUILDERS TRIAL/ACCEPTANCE TRIAL/FINAL CONTRACT TRIAL:

- EXCEEDED THE _____ AND FOLLOW ON SPEC 073 NOISE CRITERIA FOR OCTAVE BAND SOUND PRESSURE LEVELS AT FULL POWER AND/OR CRUISE POWER IN THE FOLLOWING SPACES:

INSPECTOR NOTE: IF SPECIFIED SPACE NOISE LEVELS ARE EXCEEDED BECAUSE OF HVAC SYSTEMS OR EQUIPMENT THEN THESE SYSTEMS OR EQUIPMENT MUST BE MODIFIED TO REDUCE THE SPACE NOISE LEVELS TO WITHIN THE SPECIFIED LEVELS.

ALL FANS MUST BE SOUND ISOLATED BY LOW FREQUENCY RESILIENT MOUNTINGS. DUCTS, SILENCERS, OR SOUND TRAPS MUST BE INSTALLED AS NECESSARY TO ENSURE THAT COMPARTMENT NOISE LEVEL REQUIREMENTS SPECIFIED IN SHIP SPEC 073 ARE MET.

DDG-51 AND FOLLOW ON SPEC 073

TEST NO.

DDG-51 AND FOLLOW ON SPEC 512C

LHD-2 AND FOLLOW ON SPEC 073

2GOH HEARING CONSERVATION, AUDIOGRAMS:

- ALL PERSONNEL ASSIGNED TO DUTIES IN DESIGNATED NOISE HAZARDOUS AREAS OR OPERATING NOISE HAZARDOUS EQUIPMENT HAD NOT BEEN INCLUDED IN THE HEARING CONSERVATION PROGRAM.

- ALL PERSONNEL ASSIGNED TO DUTIES IN DESIGNATED NOISE HAZARDOUS AREAS OR OPERATING NOISE HAZARDOUS EQUIPMENT HAD NOT RECEIVED AN ANNUAL AUDIOGRAM.

- OF ____ PERSONS WHO WERE UNDER MEDICAL SURVEILLANCE FOR HEARING CONSERVATION, ____ DID NOT HAVE CURRENT BASELINES, ANNUAL AUDIOMETRIC EXAMINATIONS, OR FOLLOW-UP EXAMINATIONS. INSPECTOR NOTE: USE THE CURRENT ROSTER FROM SAMS OR REVIEW HEALTH RECORDS AS DESIRED TO DETERMINE COMPLIANCE.

OPNAVINST 5100.19D, B0407B, APPENDIX B4-A PARA 4(B)

2GOH HEARING CONSERVATION, NOISE HAZARD LABELING:

- NAVMED 6260/2 WAS NOT USED FOR POSTING/LABELING NOISE HAZARDOUS AREAS, OR AREAS WERE NOT POSTED AS REQUIRED AT ENTRANCES, AS FOLLOWS:

- EQUIPMENT/TOOLS DESIGNATED AS NOISE HAZARDOUS WERE NOT PROPERLY LABELED WITH NAVMED 6260/2A IN THE FOLLOWING LOCATIONS:

OPNAVINST 5100.19D, B0404C
SHIP SPEC 073

2GOH HEARING CONSERVATION, NOISE SURVEYS:

- NOISE SURVEYS WERE NOT CONDUCTED/WERE INCOMPLETE AS PART OF THE BASELINE OR ANY FOLLOW-UP INDUSTRIAL HYGIENE SURVEYS.
- THE SAFETY OFFICER DID NOT MAINTAIN A COPY OF THE CURRENT NOISE SURVEY.

OPNAVINST 5100.19D, B0404A, B0402B(2)

2GOH HEARING CONSERVATION, PPE:

- CIRCUMAURAL EAR MUFFS WERE IN DETERIORATED CONDITION/HAD MISSING PARTS/REQUIRED MAINTENANCE IN THE FOLLOWING LOCATIONS:
- FITTED HEARING PROTECTION WAS NOT AVAILABLE FROM THE MDR.
- HEARING PROTECTIVE DEVICES (PLUGS OR MUFFS) WERE NOT AVAILABLE TO PERSONNEL WORKING IN NOISE HAZARDOUS AREAS.
- HEARING PROTECTION WAS NOT BEING WORN AS REQUIRED/WAS NOT BEING ENFORCED (CITE LOCATION).

OPNAVINST 5100.19D, B0406

2GOH HEARING CONSERVATION, PROGRAM ROSTER:

- THE MDR DID NOT MAINTAIN A ROSTER OF ALL PERSONNEL WHO ROUTINELY WORK IN DESIGNATED NOISE HAZARDOUS AREAS.
- THE ROSTER OF ALL PERSONNEL WHO ROUTINELY WORK IN DESIGNATED NOISE HAZARDOUS AREAS WAS NOT UPDATED AT LEAST SEMI-ANNUALLY BY THE MDR.
- THE MDR DID NOT MAINTAIN A TICKLER FILE FOR SCHEDULING AUDIOMETRIC EXAMS, UPDATED MONTHLY WITH EXAM RESULTS (SIGNIFICANT THRESHOLD SHIFTS).

INSPECTOR NOTE: TICKLER FILE AND ROSTER CAN BE HARDCOPY OR ELECTRONIC.

OPNAVINST 5100.19D, B0409

2GOH HEARING CONSERVATION, THRESHOLD SHIFTS:

- FOLLOW-UP EXAMINATIONS OF PERSONNEL WITH THRESHOLD SHIFTS WERE NOT CONDUCTED.
- ALL PERMANENT THRESHOLD SHIFTS REPORTED BY MEDICAL DEPARTMENT HAD NOT BEEN LOGGED AND REVIEWED BY THE SAFETY OFFICER. THE LOG ENTRY MUST INCLUDE NAME, RATE OR RANK, WORKCENTER, AND TIME ONBOARD.

OPNAVINST 5100.19D, B0402E(8), APPENDIX B4-A

2GOH HEARING CONSERVATION, TRAINING:

- DOCUMENTATION WAS NOT AVAILABLE TO VERIFY THAT PERSONNEL INCLUDED IN HEARING CONSERVATION RECEIVED TRAINING RELATIVE TO HEARING CONSERVATION PRIOR TO WORKING IN NOISE HAZARDOUS AREAS OR WITH NOISE HAZARDOUS EQUIPMENT.
- MDR DID NOT ENSURE THAT ANNUAL REFRESHER TRAINING WAS PERFORMED IN CONJUNCTION WITH THE ANNUAL AUDIOGRAM (STAMP OR NOTATION ON AUDIOGRAM THAT TRAINING WAS CONDUCTED AND DATE, OR MUST HAVE SEPARATE ROSTER).

OPNAVINST 5100.19D, B0408, B0402E(3)

2GOH HEAT STRESS, ALL HANDS TRAINING:

- DOCUMENTATION WAS NOT AVAILABLE TO VERIFY THAT ALL HANDS HAD RECEIVED HEAT STRESS TRAINING UPON REPORTING ABOARD

OPNAVINST 5100.19D, B0206A

2GOH HEAT STRESS, AHSS DRY BULB DOCUMENTATION:

THE SPACE SUPERVISOR DID NOT RECORD AND REVIEW THE DB TEMPERATURES FOR THE AUTOMATED HEAT STRESS SYSTEM AS PART OF THE CENTRALIZED DATA ACQUISITION SYSTEM OR AS PRINTED COPIES AS FOLLOWS:

- EVERY FOUR HOURS FOR MANNED SPACES IF DB TEMPERATURES DO NOT EXCEED 85 DEGREES F.
- EVERY HOUR FOR MANNED SPACES IF DB TEMPERATURES EXCEEDED 85 DEGREES F.
- EVERY HOUR AT TEMPORARY INSTALLATIONS WHERE THE DB TEMPERATURE EXCEEDS 85 DEGREES F DURING REPAIR OR MAINTENANCE OPERATIONS.

THE SPACE SUPERVISOR DID NOT INITIAL IN THE APPROPRIATE BOX AND CHECK THE APPROPRIATE NOTATION IN THE COMPUTER LOG (AS REVIEWED FOR THE LAST 30 DAYS).

INSPECTOR NOTE: LOGGING AND COMPARING HANGING DB READINGS WITH THE AHSS DB VALUES ARE NOT REQUIRED.

OPNAVINST 5100.19D, B0204B(3)

2GOH HEAT STRESS, AHSS SENSORS:

- THE AIRFLOW MEASURED AT THE AUTOMATED HEAT STREE SYSTEM SENSORS EXCEEDS 600 FPM (SPECIFY UNIT NUMBER AND LOCATION).
- THE AUTOMATED HEAT STRESS SYSTEM SENSOR (DB, GT, RH) HAD BEEN DAMAGED (SPECIFY UNIT NUMBER, SENSOR, AND LOCATION).
- THE AUTOMATED HEAT STRESS SYSTEM SENSOR WAS NOT PROVIDING CORRECT READINGS (SPECIFY UNIT NUMBER, SENSOR, AND LOCATION).

- THE LED LIGHTS WERE NOT LIT TO INDICATE THAT THE UNIT HAD POWER (SPECIFY UNIT NUMBER AND LOCATION).

INSPECTOR NOTES: THE LED LIGHTS, DURING NORMAL OPERATION, MUST DISPLAY RED FOR THE CALIBRATION SENSOR (FIRST SLOT FROM LEFT) AND GREEN FOR THE DB, RH, AND GT SENSORS. DB AND GT READINGS OF 32F INDICATE A MALFUNCTION OF THAT SENSOR.

LOW RH READINGS OF 5% AND HIGH RH READINGS OF 98% (EXCEPT WHEN STEAM/VAPOR ARE PRESENT) INDICATE A MALFUNCTION OF THAT SENSOR.

OPNAVINST 5100.19D, B0204B(2)

2GOH

HEAT STRESS, AHSS SURVEYS:

- THE SURVEYOR DID NOT PRINT OUT ALL AUTOMATED HEAT STRESS SYSTEM SURVEY READINGS ON A PRE-FORMATED AHSS FORM.
- ALL INFORMATION ON THE COMPUTER WAS NOT COPIED ONTO A FORM (APPLICABLE TO SHIPS WITHOUT AN AUTOMATED FORM-INITIAL DDG51 CLASS INSTALLATIONS).
- ALL AHSS COMPUTER PRINTOUT OR SIMILAR FORM DID NOT CONTAIN THE FOLLOWING:
 - ** DATE AND TIME OF SURVEY.
 - **TIME AND TEMPERATURE FOR THE FOLLOW-ON SURVEY FORM(S):
 - ** STATIONS SURVEYED, INCLUDE THE FOLLOWING INFORMATION FOR EACH STATION:
 - ** WBGT SENSOR READINGS (DB, WB, GT, AND WBGT).
 - ** PHEL CURVE FOR THE STATION AND CORRESPONDING EXPOSURE TIME.
- ALL HEAT STRESS SURVEY SHEETS WERE NOT DELIVERED TO THE MDR.
- THE CO DID NOT INITIAL SURVEY SHEETS AND RETURN THE SHEETS TO THE APPROPRIATE DH, DAILY, IF APPLICABLE.
- AT LEAST ONE WBGT METER WAS NOT AVAILABLE IN THE EVENT THAT THE AHSS SHOULD FAIL, OR IF SURVEYS WERE REQUIRED AT TEMPORARY SITES WITH NO INSTALLED SENSORS.
- HEAT STRESS SURVEYOR DID NOT INVESTIGATE ALL "N" ANSWERS ON ALL AHSS SURVEY SHEETS FOR THE FOLLOWING CONDITIONS:
 - HEAT STRESS SURVEYOR DID NOT NOTE ANY MATERIAL DEFICIENCIES THAT MAY CONTRIBUTE TO ADVERSE HEAT STRESS CONDITION AND DID NOT NOTE THEM ON SURVEY SHEET.
 - THE AVAILABILITY OF DRINKING WATER WAS NOT NOTED ON THE SURVEY SHEET.
 - HEAT STRESS SURVEY SHEETS WITH PHEL STAY TIMES LESS THAN THE WATCH OR WORK PERIOD WERE NOT CIRCLED IN RED.
 - A HEAT STRESS SURVEY WAS NOT CONDUCTED DURING THE FOLLOWING CONDITIONS:
 1. ALL MANNED WORKSTATIONS WITHIN THE SPACE WHEN THE DRY BULB TEMPERATURE EXCEEDED 100 DEGREES F (4 HOUR OR LESS WATCH), 90 DEGREES F (WATCH GREATER THAN 4 HOURS), OR 85 DEGREES F (PHEL IV THROUGH VI).
 2. IN ANY SPACE WHERE A HEAT INJURY OCCURRED.
 3. PRIOR TO CONDUCTING ECC DRILLS IF THE DRILL SET EXCEEDED 3 HOURS OR IF IN ALREADY REDUCED STAY TIME CONDITIONS.
 4. WHERE THE CO DETERMINES THAT A HEAT STRESS CONDITION MAY OCCUR.
 5. AS REQUIRED FOR A FOLLOW-ON SURVEY.

OPNAVINST 5100.19D, B0204C(3)(B), B0204C(3)(C), B0204C(4)

2GOH HEAT STRESS, DRY BULB READINGS:

- DRY BULB TEMPERATURES WERE NOT RECORDED IN POTENTIAL HEAT STRESS AREAS (SPECIFY) AS FOLLOWS:

*** EVERY 4 HOURS FOR MANNED SPACES IF DRY BULB TEMPERATURE IS LESS THAN 85 DEGREES F.

*** EVERY HOUR FOR MANNED SPACES IF DRY BULB TEMPERATURE IS GREATER THAN 85 DEGREES F.

*** EVERY HOUR AT TEMPORARY INSTALLATIONS FOR REPAIRS OF MAINTENANCE CONDITIONS IF DRY BULB TEMPERATURE IS GREATER THAN 85 DEGREES F.

- TEMPERATURE LOGS WERE NOT MAINTAINED, WITH READINGS ABOVE TRIGGER TEMPS CIRCLED IN RED.

- THE AUTOMATED HEAT STRESS SYSTEM (AHSS), TEMPERATURES WERE NOT RECORDED AND CHECKED/VERIFIED:

*** EVERY 4 HOURS FOR MANNED SPACES IF DRY BULB TEMPERATURE IS LESS THAN 85 DEGREES F.

*** EVERY HOUR FOR MANNED SPACES IF DRY BULB TEMPERATURE IS GREATER THAN 85 DEGREES F.

OPNAVINST 5100.19D, B0204B(3)(4), B0204C

2GOH HEAT STRESS, HEAT/COLD INJURY REPORTS:

- HEAT STRESS INJURY REPORTS, NAVMED 6500-1, WERE NOT FILED/RETAINED/ENTERED IN THE MONTHLY MORBIDITY REPORT

OPNAVINST 5100.19D, B0204F

2GOH HEAT STRESS, MONITORING THERMOMETERS:

A DRY BULB THERMOMETER (ALCOHOL IN GLASS THERMOMETER - NSN 9G-6685-00-243-9964) TO MONITOR HEAT EXPOSURE IN THE (CITE LOCATION OR SITUATION):

- WAS MISSING.

- WAS NOT MOUNTED TO MINIMIZE HEATING OR COOLING EFFECTS FROM CONTACT WITH HOT OR COLD STRUCTURES (NO METAL TO METAL CONTACT).

- WAS MOUNTED INCORRECTLY TO MONITOR WATCHSTANDER HEAT EXPOSURE.

- WAS NOT AT LEAST 2 FEET FROM THE SUPPLY VENTILATION TERMINAL/OPENING.

- DID NOT HAVE THE ETCH MARK ALIGNED WITH 32 DEGREES F.

- WAS DAMAGED.

INSPECTOR NOTE: DRY BULB THERMOMETERS ARE NOT REQUIRED IF THE SHIP IS SET UP THE AHSS.

OPNAVINST 5100.19D, B0204B(1)

2GOH HEAT STRESS, PHYSICAL HAZARDS:

THE FOLLOWING HEAT STRESS PHYSICAL HAZARDS WERE FOUND (CITE LOCATIONS):

- BARE, HOT METAL SURFACES.
- DETERIORATED, CRACKED, WORN, DAMAGED OR MISSING THERMAL INSULATION.
- EXCESSIVE STEAM LEAKS CONTRIBUTED TO HUMIDITY.

OPNAVINST 5100.19D, APPENDIX B2-B

2GOH HEAT STRESS, SUPPLY AIR SPOT COOLING:

SUPPLY AIR FROM THE SPOT COOLER WAS INSUFFICIENT TO BENEFIT THE WATCHSTANDER IN THE FOLLOWING LOCATION:

- SUPPLY AIR FLOW WAS NOT DIRECTED AT THE WATCHSTANDER IN THE FOLLOWING LOCATION:
- THE SPOT COOLER COULD NOT BE ADJUSTED TO DIRECT AIR FLOW AT THE WATCHSTANDER AT THE FOLLOWING LOCATION:

OPNAVINST 5100.19D, APPENDIX B2-B

2GOH HEAT STRESS, WBGT METER, MODEL RSS-220:

THE FOLLOWING WBGT METER, MODEL RSS-220, DEFICIENCIES WERE NOTED:

- SHIP DID NOT HAVE AT LEAST TWO WBGT METERS ONBOARD.
- RADIANT BULB WAS DAMAGED.
- WICK WAS EXCESSIVELY DIRTY/MISSING/DAMAGED.
- METER WAS OUT OF CALIBRATION.
- METER WOULD NOT HOLD CHARGE.
- SPARE PARTS WERE NOT AVAILABLE.
- RADIANT BULB WAS MISSING.

ONE METER WAS NOT AVAILABLE TO CONDUCT SURVEYS IF THE AUTOMATED HEAT STRESS SYSTEM WAS INOP/FOR AREAS NOT COVERED BY THE AHSS.

INSPECTOR NOTE: THIS IS A PART 1 SAFETY IF BOTH METERS ARE INOP/UNCALIBRATED/MISSING.

OPNAVINST 5100.19D, APPENDIX B2-C, B0204

2GOH HEAT STRESS, WBGT METER, VISTA MODEL 960:

THE FOLLOWING WBGT METER,VISTA MODEL 960, DEFICIENCIES WERE NOTED:

THE COMMAND HAD NOT DESIGNATED A SAFETY AUTHORITY TO MANAGE WESS MISHAP REPORTING.

- RADIANT BULB WAS DAMAGED.
- WICK WAS NOT PROPERLY WETTED DUE TO TIGHT FIT OF O RING AROUND WICK.
- METER WAS OUT OF CALIBRATION.
- METER WOULD NOT HOLD CHARGE.
- SPARE PARTS WERE NOT AVAILABLE.
- RADIANT BULB WAS MISSING.

ONE METER WAS NOT AVAILABLE TO CONDUCT SURVEYS IF THE AUTOMATED HEAT STRESS SYSTEM WAS INOP/FOR AREAS NOT COVERED BY THE AHSS.

INSPECTOR NOTE: THIS IS A PART 1 SAFETY IF BOTH METERS ARE INOP/UNCALIBRATED/MISSING.

OPNAVINST 5100.19D, APPENDIX B2-C

2GOH HEAT STRESS, WBGT SURVEY DOCUMENTATION:

- DOCUMENTATION WAS NOT AVAILABLE TO VERIFY THAT WBGT METER HEAT STRESS SURVEYS WERE CONDUCTED:

** AT ALL MANNED WATCH/WORKSTATIONS WITHIN THE SPACE WHEN THE DRY BULB TEMPERATURE EXCEEDED:

- 1) 100 DEGREES F FOR 4 HOUR OR LESS WATCH.
- 2) 90 DEGREES F FOR A WATCH GREATER THAN 4 HOURS.
- 3) 85 DEGREES F IN AREAS REQUIRING THE USE OF PHEL IV THROUGH VI CRITERIA (SCULLERY PERSONNEL).

** IN ANY SPACE WHEN A HEAT INJURY HAD OCCURRED.

** PRIOR TO CONDUCTING ECC DRILLS IF DRILL SET EXCEEDED 3 HOURS OR IF IN ALREADY REDUCED STAY TIME CONDITIONS.

** WHERE CO DETERMINED THAT A HEAT STRESS CONDITION MAY OCCUR.

** AS REQUIRED FOR FOLLOW-ON SURVEYS.

- AUTOMATED HEAT STRESS SYSTEM WBGT SURVEY SHEETS WERE NOT PRINTED OFF ICAS/COPIED OFF ICAS AND ROUTED THROUGH THE CHAIN OF COMMAND.

OPNAVINST 5100.19D, B0204C

2GOH HEAT STRESS, WBGT SURVEY PQS TRAINING:

- HEAT STRESS SURVEYORS ASSIGNED TO PERFORM WBGT SURVEYS WERE NOT TRAINED AND QUALIFIED USING SPO PQS HEAT STRESS MONITOR WATCHSTATION 303 IN NAVEDTRA 43460-4B, WITHIN 12 WEEKS OF ASSIGNMENT

OPNAVINST 5100.19D, B0206B

2GOH LASERS, PROGRAM:
LASER SAFETY PROGRAM WAS NOT ESTABLISHED/HAD DEFICIENCIES IN
THE FOLLOWING PROGRAM ELEMENTS:
- LSSO NOT ASSIGNED.
- LASER SYSTEMS SAFETY OFFICER (LSSO) NOT TRAINED.
- WORKER TRAINING WAS NOT CONDUCTED.
- PPE WAS NOT AVAILABLE (GOGGLES PER CLASS OF LASER).
- LASER HAZARD AREAS WERE NOT LABELED.

OPNAVINST 5100.19D, B0902A(5), B0903C B0905B
SPAWARINST 5100.12B
SECNAVINST 5100.14C

2GOH LEAD CONTROL, ACTION LEVEL TRAINING:
- DOCUMENTATION WAS NOT AVAILABLE TO VERIFY THAT ALL
PERSONNEL WHO ARE POTENTIALLY EXPOSED TO LEAD, AT OR ABOVE
THE ACTION LEVEL AS INDICATED IN THE BASELINE IH SURVEY, AND
THEIR SUPERVISORS, WERE TRAINED PRIOR TO ASSIGNMENT AND
ANNUALLY THEREAFTER

OPNAVINST 5100.19D B1010A
29 CFR 1910.1025

2GOH LEAD CONTROL, COMPLIANCE PLAN:

- THE NEED FOR A WRITTEN LEAD CONTROL COMPLIANCE PLAN WAS
NOT IDENTIFIED DURING THE INDUSTRIAL HYGIENE SURVEY (WHERE
LEAD EXPOSURES WARRANT).
- SAFETY OFFICER DID NOT ENSURE A WRITTEN COMPLIANCE PLAN,
TO COMPLY WITH LEAD CONTROL REQUIREMENTS, WAS AVAILABLE (IF
SPECIFIED IN THE INDUSTRIAL HYGIENE SURVEY).
- THE SUPPORTING INDUSTRIAL HYGIENIST DID NOT PREPARE A
WRITTEN LEAD COMPLIANCE PLAN FOR PROCESSES IDENTIFIED AS
PRODUCING EXPOSURES IN EXCESS OF THE PEL.
NOTES:
1. THE LOCAL NEPMU OR MTF OR RSO SHOULD BE CONTACTED FOR
INDUSTRIAL HYGIENE SUPPORT TO IDENTIFY LEAD HAZARDS AND
PROVIDE COMPLIANCE PLAN GUIDANCE.
2. PREPARE A PART 3 SAFETY CARD FOR ITEMS NOT UNDER THE
DIRECT CONTROL OF THE SAFETY OFFICER.

OPNAVINST 5100.19D, B1003B, B1005A, B1009
29 CFR 1910.1025

2GOH LEAD CONTROL, EVALUATION OF LEAD PROCESSES:
- THE BASELINE INDUSTRIAL HYGIENE SURVEY DID NOT EVALUATE
ALL WORKPLACES WHERE LEAD WAS HANDLED (FOR EXAMPLE PAINTING
AND PRESERVATION, LEAD WEIGHTS IN DECK STOREROOMS, LEAD PIG
TO PUNCH GROMMETS IN CANVAS/BUNTING SHOP, LEAD SOLDER IN 2M
AREAS).
- THE BASELINE IH SURVEY DID NOT PROVIDE A MONITORING PLAN
FOR PROCESSES IDENTIFIED AS HAVING A POTENTIAL FOR PERSONNEL
LEAD EXPOSURE.
NOTE: THE LOCAL NEPMU OR MTF SHOULD BE CONTACTED FOR
INDUSTRIAL HYGIENE SUPPORT TO IDENTIFY LEAD HAZARDS.

OPNAVINST 5100.19D, B1005, B1009

2GOH LEAD CONTROL, MEDICAL SURVEILLANCE:

- MEDICAL DEPARTMENT REPRESENTATIVE (MDR) DID NOT SCHEDULE PERSONNEL FOR BLOOD LEAD ANALYSIS AND PHYSICAL EXAMINATIONS AS REQUIRED FOR MEDICAL SURVEILLANCE AS INDICATED IN THE BASELINE OR OTHER IH SURVEY

OPNAVINST 5100.19D B1008
29 CFR 1910.1025

2GOH LEAD CONTROL, PAINT REMOVAL TRAINING:

- DOCUMENTATION WAS NOT AVAILABLE TO VERIFY THAT DIVISION OFFICERS TRAINED PERSONNEL ASSIGNED TO REMOVE PAINT PER THE SAFETY PRECAUTIONS FOR PAINT REMOVAL IN OPNAVINST 5100.19D, CHAPTER C18

OPNAVINST 5100.19D B1010B
29 CFR 1910.1025

2GOH LEAD CONTROL, PPE/EQUIPMENT:

- PROTECTIVE CLOTHING AND ENGINEERING CONTROL EQUIPMENT, AS INDICATED IN THE LEAD CONTROL PLAN, WAS NOT AVAILABLE ONBOARD FOR USE BY PERSONNEL DURING SHIPBOARD LEAD WORK

OPNAVINST 5100.19D, B1006C
29 CFR 1910.1025

2GOH OFF-DUTY SAFETY, COORDINATOR ASSIGNED:

- A COMMAND RECREATION, ATHLETICS, AND HOME SAFETY PROGRAM MANAGER WAS NOT ASSIGNED IN WRITING.
-THE RAHS PROGRAM MANAGER DID NOT ATTEND THE SAFETY COUNCIL MEETING.

OPNAVINST 5100.25A, PARA 5(C)

2GOH OFF-DUTY SAFETY, REC EQUIP INSPECTIONS:

- SHIPBOARD RECREATIONAL OR GYM EQUIPMENT WAS NOT INSPECTED ANNUALLY (WRITTEN REPORT REQUIRED) AND DEFICIENCIES WERE NOT INCLUDED IN THE COMMAND HAZARD ABATEMENT PROGRAM

OPNAVINST 5100.25A, PARA 5C(3)

2GOH OFF-DUTY SAFETY, TRAINING:

- DOCUMENTATION WAS NOT AVAILABLE TO VERIFY THAT QUARTERLY OFF-DUTY HAZARD AWARENESS TRAINING WAS CONDUCTED AND/OR TRAINING RECORDS WERE NOT MAINTAINED FOR TWO YEARS.

OPNAVINST 5100.25A, PARA 5C(5)(A) AND 5C(5)(B)(6)

2GOH PPE, AVAILABILITY:

- THE COMMANDING OFFICER DID NOT ENSURE SUFFICIENT PPE WAS AVAILABLE TO MEET THE NEEDS OF THE COMMAND

OPNAVINST 5100.19D, B1202A

2GOH PPE, GLOVES:

- PERSONNEL WORKING WITH CAUSTIC OR TOXIC MATERIALS WERE NOT PROVIDED WITH GLOVES SUITABLE FOR HANDLING THE MATERIAL.
- INSULATED GLOVES WERE NOT AVAILABLE FOR PERSONNEL DOING HOT WORK.
- DECK PERSONNEL WERE NOT PROVIDED WITH LEATHER GLOVES TO PROTECT AGAINST HAND INJURY WHEN HANDLING SHARP OBJECTS, WIRE ROPE, OR BANDING MATERIAL.
- SURGICAL GLOVES WERE USED INCORRECTLY FOR CLEANING OR CHEMICAL USE.

INSPECTOR NOTE: PPE CARDS ARE PART 2 SAFETIES.

OPNAVINST 5100.19D, B1203C(3)
29 CFR 1910.138
NSTM 670-1.8.2.5

2GOH PPE, HARD HATS:

- HARD HATS USED BY CREW MEMBERS WERE NOT FREE FROM CRACKS, HOLES, PAINT, OR UNAUTHORIZED MODIFICATIONS

INSPECTOR NOTE: PPE CARDS ARE PART 2 SAFETIES.

OPNAVINST 5100.19D, B1203A
29 CFR 1910.135

2GOH PPE, HARNESSES AND LANYARDS:

- PERSONNEL WORKING ALOFT OR OVER THE SIDE WERE NOT PROVIDED WITH A PARACHUTE-TYPE SAFETY HARNESS, WITH A DYNA-BRAKE SAFETY LANYARD

INSPECTOR NOTE: PPE CARDS ARE PART 2 SAFETIES.

OPNAVINST 5100.19D, B1203E

2GOH PPE, PROVISION:

- DIVISION OFFICERS DID NOT ENSURE THAT PERSONAL PROTECTIVE EQUIPMENT WAS PROVIDED AND PROPERLY MAINTAINED

OPNAVINST 5100.19D, B1202C

2GOH PPE, TRAINING:

- DOCUMENTATION WAS NOT AVAILABLE TO VERIFY THAT DIVISION OFFICERS ENSURED THAT PERSONNEL WHO WERE REQUIRED TO WEAR OR USE PERSONAL PROTECTIVE EQUIPMENT WERE ADEQUATELY TRAINED ON THE TYPE AND PROPER USE OF PPE

OPNAVINST 5100.19D, B1202C

2GOH RADIATION, MEDICAL SURVEILLANCE:
- MEDICAL SURVEILLANCE WAS NOT PROVIDED FOR PERSONNEL IN
WORK CENTERS IDENTIFIED IN THE BASELINE INDUSTRIAL HYGIENE
SURVEY AS REQUIRING MEDICAL SURVEILLANCE FOR EXPOSURE TO
RADIATION

OPNAVINST 5100.19D, B0905
NAVMED P-5055

2GOH RADIATION, TRAINING:
- DOCUMENTATION WAS NOT AVAILABLE TO VERIFY THAT LEADING
PETTY OFFICERS AND DUTY SECTION LEADERS PROVIDED AWARENESS
AND HAZARD RECOGNITION TRAINING FOR ALL PERSONNEL ASSIGNED
TO WORK OR STAND DUTY IN RADHAZ AREAS TO PREVENT ACCIDENTAL
EXPOSURE

NOTES:
1. MENTION OF RF HAZARDS MUST BE INCLUDED ON SHIP'S
GOING-ALOFT BILL

OPNAVINST 5100.19D, B0902C
OPNAVINST 6470.2A
NAVMED P-5055

2GOH RADIATION, X-RAY HAZARD SURVEY:

- AN IONIZING RADIATION SURVEY HAD NOT BEEN CONDUCTED/WAS
OVERDUE ON THE X-RAY MACHINE IN (CITE LOCATION):

NOTE: MEDICAL AND DENTAL SURVEYS ARE REQUIRED EVERY 2 YEARS,
AND NDI SURVEYS ARE REQUIRED EVERY 5 YEARS

OPNAVINST 5100.19D, B0903A(2)

2GOH RESP PROT, AIRLINE AND EAB EQUIPMENT:

- AIRLINE MASKS AND HOSES WERE NOT FROM THE SAME MANUFACTURER.
- EAB MASKS AND HOSES WERE NOT READILY AVAILABLE NEAR THE EAB STATIONS.
- GREATER THAN 300 FEET OF HOSE WAS USED WITH AIRLINE MASKS.
- EAB AIRLINE HOSES HAD THE INCORRECT CONNECTOR FITTINGS.
- EAB STATION WAS NOT PROPERLY MARKED WITH SAFETY AND OPERATING PRECAUTIONS (PHOTOLUMINESCENT).
- AIRLINE MASKS/HOSES WERE IN A DIRTY OR DETERIORATED CONDITION.

OPNAVINST 5100.19D, B0604B, B0606C, B0609
ANSI Z88.2-1992
29 CFR 1910.134

2GOH RESP PROT, CENTRAL ISSUE:

- SHIP DID NOT HAVE A CENTRAL CONTROL POINT FOR ISSUING AND MAINTAINING RESPIRATORS

OPNAVINST 5100.19D, B0602B(6)

2GOH RESP PROT, FIT-TESTING:

- RESPIRATOR FIT-TESTING HAD THE LISTED DEFICIENCIES:
- NOT CONDUCTED PRIOR TO ISSUE AND ANNUALLY THEREAFTER.
 - NOT CONDUCTED USING THE CORRECT PROTOCOL/USING THE PROTOCOL PROPERLY.
 - DOCUMENTATION WAS INCORRECT OR LACKING KEY ELEMENTS, SUCH AS FIT TEST DATE OR COMPLETE MODEL NUMBER AND SIZE.
 - USED THE WRONG FIT-TEST PROTOCOL.
 - USED WRONG TYPE FILTER CARTRIDGE.
 - SHIP DID NOT HAVE A GRADUATE OF THE RPM COURSE TO CONDUCT OR SUPERVISE FIT-TESTING.

OPNAVINST 5100.19D, B0608, B0612B, AND APPENDIX B6-C
29 CFR 1910.134
ANSI Z88.2-1992

2GOH RESP PROT, HAZARD EVALUATION:

- AN EVALUATION OF ALL HEALTH HAZARDS REQUIRING THE USE OF A RESPIRATOR HAD NOT BEEN CONDUCTED (BASELINE OR FOLLOW-UP IH SURVEY)

OPNAVINST 5100.19D, B0605B
29 CFR 1910.134
ANSI Z88.2-1992

2GOH RESP PROT, ISSUE:

- PERSONNEL RESPONSIBLE FOR ISSUING RESPIRATORS DID NOT
ISSUE ONLY TO PERSONNEL WHO WERE TRAINED, MEDICALLY
QUALIFIED, AND SUCCESSFULLY FIT-TESTED FOR THE REQUESTED
RESPIRATOR

OPNAVINST 5100.19D, B0602E
29 CFR 1910.134
ANSI Z88.2-1992

2GOH RESP PROT, ISSUER TRAINING:

- DOCUMENTATION WAS NOT AVAILABLE TO VERIFY THAT RESPIRATORY
PROTECTIVE EQUIPMENT ISSUE PERSONNEL WERE TRAINED ON
RESPIRATOR SELECTION, FIT TESTING, CARE, AND MAINTENANCE
PRIOR TO SUCH ASSIGNMENT AND ANNUALLY THEREAFTER

OPNAVINST 5100.19D, B0612C
29 CFR 1910.134

2GOH RESP PROT, MEDICAL EVALUATION:

- INDIVIDUALS WHO WERE PERMITTED TO WEAR RESPIRATORS WERE
NOT MEDICALLY CERTIFIED FOR RESPIRATOR USE (MUST COLLECT ALL
INFORMATION IN MODEL QUESTIONNAIRE IN APPENDIX B6-D).
- DOCUMENTATION ON MEDICAL SCREENING WAS INCOMPLETE.
- MEDICAL SCREENING WAS NOT CONDUCTED AT LEAST EVERY 5 YEARS
(35 AND BELOW), EVERY 2 YEARS (35-45) AND ANNUALLY FOR
PERSONNEL OVER THE AGE OF 45.

OPNAVINST 5100.19D, B0607A, B0614C
29 CFR 1910.134
ANSI Z88.2-1992

2GOH RESP PROT, PROGRAM MANAGER TRAINING:

- RESPIRATORY PROTECTION MANAGER HAD NOT COMPLETED THE RPM
FORMAL COURSE, A-4J-0082 (OR A-493-0072 FOR SHIPS WITH
PRIMARY DUTY SAFETY OFFICERS) WITHIN 3 MONTHS OF ASSUMING
THE POSITION

OPNAVINST 5100.19D, B0602A, B0612B
29 CFR 1910.134

2GOH RESP PROT, PROGRAM ROSTER:

- THE RPM DID NOT MAINTAIN A ROSTER OF PERSONNEL ENROLLED IN
RESPIRATORY PROTECTION

OPNAVINST 5100.19D, B0602B(4)
29 CFR 1910.134
ANSI Z88.2-1992

2GOH RESP PROT, RESPIRATOR SELECTION:
- RESPIRATORS AND CARTRIDGES WERE NOT SELECTED IN ACCORDANCE
WITH THE RECOMMENDATIONS OF THE CURRENT INDUSTRIAL HYGIENE
SURVEY

OPNAVINST 5100.19D, B0605B
29 CFR 1910.134
ANSI Z88.2-1992

2GOH RESP PROT, RESPIRATORS:
- RESPIRATORS WERE FOUND ADRIFT OR OBSERVED BEING
INCORRECTLY USED IN THE FOLLOWING LOCATIONS:

OPNAVINST 5100.19D, B0602B(2), B0609B(8), B0606
29 CFR 1910.134
ANSI Z88.2-1992

2GOH RESP PROT, RPM APPOINTED:
- A RESPIRATORY PROTECTION MANAGER WAS NOT APPOINTED

OPNAVINST 5100.19D, B0602A, B0602B
29 CFR 1910.134

2GOH RESP PROT, STORAGE, CLEANING AND MAINTENANCE:

- THE SHIP DID NOT HAVE A SUFFICIENT SUPPLY OF NIOSH OR
NIOSH/MSHA-APPROVED RESPIRATORS, SPARE PARTS, AND EXPENDABLE
SUPPLIES (CARTRIDGES AND FILTERS) TO CONDUCT ROUTINE AND
EMERGENCY OPERATIONS.
- RESPIRATOR FACEPIECES WERE NOT CORRECTLY CLEANED AND
SANITIZED.
- RESPIRATOR SPARE PARTS WERE NOT MAINTAINED TO REPAIR
RESPIRATOR FACEPIECES.
- RESPIRATORS WERE NOT PROPERLY STORED (FACEPIECES STORED
FLAT AND KEPT IN PLASTIC BAGS).

OPNAVINST 5100.19D, B0609
29 CFR 1910.134
ANSI Z88.2-1992
NSTM 670-1.8.4

2GOH RESP PROT, USER TRAINING:
- DOCUMENTATION WAS NOT AVAILABLE TO VERIFY THAT PERSONNEL
WHO USED RESPIRATORS WERE TRAINED ON RESPIRATOR SELECTION,
USE, SEAL CHECKS, CARE, AND MAINTENANCE PRIOR TO INITIAL USE
AND ANNUALLY THEREAFTER

OPNAVINST 5100.19D, B0612A
29 CFR 1910.134

2GOH SAFETY MNGMNT, ACCIDENT AND INJURY REPORTS:
- ACCIDENT/INJURY REPORTS WERE NOT PROVIDED TO THE SAFETY OFFICER.
- THE SAFETY OFFICER DID NOT MAINTAIN A FILE OF ALL INJURY REPORTS (5 YEARS WORTH REQUIRED TO BE ON FILE).
NOTE: NOT REQUIRED IF USING WESS SYSTEM TO REPORT MISHAPS.

OPNAVINST 5100.19D, A0203D(3) & A0602K(4)

2GOH SAFETY MNGMNT, BASELINE IH SURVEY:

- THE BASELINE INDUSTRIAL HYGIENE (IH) SURVEY HAD NOT BEEN CONDUCTED.
- THE SHIP HAD NOT RECEIVED THE FINAL BASELINE INDUSTRIAL HYGIENE REPORT.
- THE SHIP DID NOT HOLD A COPY OF THE BASELINE IH SURVEY REPORT.
INSPECTOR NOTE:
1. MAKE A PART 3 SAFETY CARD FOR ITEMS THAT ARE NOT UNDER THE DIRECT CONTROL OF THE SAFETY OFFICER.

OPNAVINST 5100.19D, A0304B

2GOH SAFETY MNGMNT, BASELINE SURVEY REPORT:

THE BASELINE INDUSTRIAL HYGIENE (IH) SURVEY REPORT WAS MISSING THE FOLLOWING REQUIRED ELEMENTS:
THE FOLLOWING BASELINE INDUSTRIAL HYGIENE (IH) SURVEY REPORT ELEMENTS WERE INCOMPLETE (GIVE EXAMPLES):
- DETAILED WORKCENTER HAZARD EVALUATION RESULTS (PROCESSES AND CONTAMINANTS).
- SAMPLING RESULTS.
- SUMMARY OF CONTROLS (VENTILATION, RESPIRATORY PROTECTION, AND PPE REQUIREMENTS).
- ROUTINE MONITORING LIST.
- LIST OF NOISE HAZARDOUS AREAS/PROCESSES.
- LIST OF EYE HAZARDOUS AREAS/PROCESSES.
- MEDICAL SURVEILLANCE REQUIREMENTS.
NOTE: BASELINE IH SURVEYS CAN BE OBTAINED FROM THE LOCAL NAVY ENVIRONMENTAL AND PREVENTIVE MEDICINE UNIT OR THE LOCAL BUMED SUPPORT ACTIVITY, NAVAL HOSPITAL/NAVAL MEDICAL CLINIC.

OPNAVINST 5100.19D, A0304B

2GOH SAFETY MNGMNT, DEFICIENCY ABATEMENT:

- THE SAFETY OFFICER DID NOT UTILIZE DISCREPANCY SHEETS FROM ASSIST VISITS, ZONE INSPECTIONS, AND OTHER INSPECTIONS TO IDENTIFY HAZARDS AND ENTER THESE HAZARDS INTO THE NAVOSH DEFICIENCY ABATEMENT PLAN/CSMP.
- IDENTIFIED HAZARDS WERE NOT ENTERED INTO THE CSMP AND ASSIGNED A RAC CODE.
- THE SAFETY OFFICER DID NOT MAINTAIN A QUARTERLY UPDATED COPY OF THE CSMP.
- CORRECTIVE ACTIONS WERE NOT TRACKED TO CORRECTION.
- DOCUMENTATION WAS NOT AVAILABLE TO TRACK CORRECTED HAZARDS.

NOTE: AN AUTOMATED DATABASE (HADAP) IS AVAILABLE TO ASSIST SHIPS IN RECORDING AND TRACKING HAZARDS TO CORRECTION. THIS DATABASE CAN BE DOWNLOADED FROM WWW.NAVOSH.NET OR FROM WWW.SPAWAR.NAVY.MIL/FLEET/INSURV, UNDER INSP PREPS, NAVOSH.

OPNAVINST 5100.19D A0404B

2GOH SAFETY MNGMNT, ENLISTED SAFETY COMMITTEE:

SAFETY COMMITTEE WAS DEFICIENT AS INDICATED:

- ENLISTED SAFETY COMMITTEE DID NOT MEET AT LEAST QUARTERLY (OR AS REQUIRED IN THE SHIP'S OWN INSTRUCTION).
- ALL DIVISIONS DID NOT CONSISTENTLY PARTICIPATE IN THE ENLISTED SAFETY COMMITTEE.
- EACH DIVISION WAS NOT REPRESENTED.
- SAFETY COMMITTEE MINUTES (OR ISSUES AND RECOMMENDATIONS) WERE NOT PROVIDED TO THE SAFETY COUNCIL AND COMMANDING OFFICER.
- COMMITTEE MEETING MINUTES WERE NOT AVAILABLE/NOT MAINTAINED BY THE SAFETY OFFICER.
- THE CMAA DID NOT ATTEND THE SAFETY COMMITTEE MEETINGS.

OPNAVINST 5100.19D A0203I
OPNAVINST 3120.32C

2GOH SAFETY MNGMNT, HAZARD REPORTS:

- SAFETY HAZARD REPORTS WERE NOT AVAILABLE/BEING USED TO DOCUMENT HAZARDS.
- HAZARD REPORTS FORMS (OPNAV 3120/5 OR ADAPTED VERSION) WERE NOT AVAILABLE TO ALL HANDS.
- HAZARD REPORTS WERE NOT ANNOTATED WITH CORRECTIVE ACTIONS AND COMPLETION DATES.
- WHEN REPORTS WERE SUBMITTED BY CREW MEMBERS, CONDITIONS WERE NOT INVESTIGATED AND RESPONSES WERE NOT PROVIDED PROMPTLY (WITHIN 10 DAYS).
- RESPONSES TO APPEALS, REGARDING CONDITIONS REPORTED TO THE COMMANDING OFFICER, WERE NOT PROVIDED PROMPTLY (WITHIN 10 DAYS).

OPNAVINST 5100.19D A0307, APPENDIX A3-B
OPNAVINST 3120.32C

2GOH SAFETY MNGMNT, MEDICAL SURVEILLANCE:
- MEDICAL SURVEILLANCE WAS NOT PROVIDED FOR PERSONNEL
ASSIGNED TO DUTIES INVOLVING CHT AND/OR OTHER OCCUPATIONAL
EXPOSURES AS INDICATED IN THE IH SURVEY REPORT (SPECIFY)

OPNAVINST 5100.19D, A0310B

2GOH SAFETY MNGMNT, MISHAP INVESTIGATIONS:

- THE SAFETY OFFICER DID NOT CONDUCT MISHAP INVESTIGATIONS
OF ALL MISHAPS EXCEPT THOSE INVESTIGATED BY AN MIB.
- THE SAFETY OFFICER DID NOT ENSURE DISSEMINATION OF SAFETY
INFORMATION AND LESSONS LEARNED FROM MISHAP INVESTIGATIONS.
- THE SAFETY OFFICER DID NOT MAINTAIN A FILE OF INTERNAL
MISHAP/NEAR MISHAP REPORTS.

OPNAVINST 5100.19D, A0602K(1), A0605

2GOH

SAFETY MNGMNT, MISHAP REPORTS:

- THE SAFETY OFFICER DID NOT MAINTAIN A FILE OF MISHAP REPORTS (5 YEARS WORTH ON FILE).
- NOT ALL REPORTABLE MISHAPS WERE INVESTIGATED, RECORDED, OR REPORTED AS REQUIRED.
- MISHAP REPORTS WERE NOT SUBMITTED IN A TIMELY MANNER (WITHIN 30 DAYS OF MISHAP).
- MISHAP REPORTS WERE IN THE WRONG FORMAT/USED WRONG REFERENCE.
- MISHAP REPORTS WERE NOT SUBMITTED AS REQUIRED FOR THE FOLLOWING ACCIDENTS/INJURIES:

OPNAVINST 5100.19D, A0602K(1), A0605, A0607, A0609
OPNAVINST 5100.12G, ENCL(1), PARA 8(A)
NSTM 670-1.3.4G

NOTE:

1. THE FOLLOWING ARE REPORTABLE MISHAPS:

- CLASS A, B, AND C CIVILIAN ON-DUTY, MILITARY ON/OFF DUTY AND PROPERTY DAMAGE MISHAPS.
- ANY ON-DUTY MILITARY FATALITY OR PERMANENT TOTAL DISABILITY THAT WAS A RESULT OF A MEDICAL EVENT THAT COMMENCED WITHIN ONE HOUR OF A COMMAND-SPONSORED PHYSICAL TRAINING, PRT, PFT, OR PFA.
- ALL CONVENTIONAL ORDNANCE MISHAPS OF CLASS V MUNITIONS AND WEAPON SYSTEMS. (SEE PARA 3004.3.D).
- ALL ON-DUTY DIVING CASES.
- ALL CASES OF GROUNDING, COLLISION AND FLOODING. (SEE PARA 3004.3.F).
- ALL FIRES (SEE PARA 3004.3.G).
- ALL GOVERNMENT MOTOR VEHICLE OR GMV OPERATOR MISHAPS (SEE PARA 3004.3.H).
- ANY MISHAP INVOLVING HELICOPTER ROPE SUSPENSION TECHNIQUE
- ALL REPORTABLE WORK-RELATED INJURY AND ILLNESS MISHAPS INVOLVING A CONTRACTOR, WHERE DON PROVIDED DIRECT SUPERVISION OF THE CONTRACTOR (SEE PARA 3004.3.J).
- ANY MEDICALLY DIAGNOSED WORK-RELATED ILLNESS AND INJURY, SUCH AS CUMULATIVE TRAUMA DISORDER OR MUSCULOSKELETAL DISEASE, WHETHER OR NOT INVOLVING FURTHER MEDICAL TREATMENT OR ANY TIME AWAY FROM WORK.
- WORK-RELATED SIGNIFICANT THRESHOLD SHIFTS (SEE PARA 3004.3.L).
- ANY WORK-RELATED NEEDLE STICK (SEE PARA 3004.3.M).
- WORK-RELATED TUBERCULOSIS INFECTION (SEE PARA 3004.3.N).

2. IMMEDIATE NOTIFICATION REQUIRED:

- CLASS A MISHAPS AND HOSPITALIZATION OF THREE OR MORE PEOPLE WITHIN EIGHT HOURS OF THE MISHAP.
 - HEAT/COLD INJURY TO BUMED (SEE PARA 3002.3).
-

2GOH

SAFETY MNGMNT, WESS MISHAP REPORTING SYSTEM:

- THE COMMAND HAD NOT DESIGNATED A SAFETY AUTHORITY TO MANAGE WESS MISHAP REPORTING.
- EVERY PERSON WHO USES THE WESS SYSTEM DID NOT HAVE THEIR OWN PASSWORD.
- THE COMMAND WAS NOT USING WESS EITHER ON LINE OR CD AND EMAIL TO REPORT THEIR MISHAPS.
- WESS REPORTS WERE NOT SUBMITTED WITHIN 30 DAYS OF MISHAP OCCURRENCE.
- MISHAP RECORDS WERE NOT RETAINED/AVAILABLE FOR REVIEW FOR THE LAST FIVE YEARS FOLLOWING THE END OF THE FISCAL YEAR.

OPNAVINST 5102.1D, PARA 3007

2GOH

SAFETY MNGMNT, WORK-RELATED ILLNESSES AND INJURIES LOG:

NOTE: REQUIRED LOG FIELDS ARE:

- CIVILIAN/MILITARY SERVICE
- LOCAL CASE OR FILE NUMBER
- UIC
- ACTIVITY NAME
- LAST NAME, FIRST NAME, AND MIDDLE INITIAL
- SEX
- AGE
- JOB TITLE
- RANK/RATE/GRADE
- DATE OF MISHAP
- TIME OF MISHAP
- GENERAL LOCATION OF MISHAP
- NARRATIVE DESCRIBING MISHAP WITHOUT NAMES/PERSONAL IDENTIFIERS
- DATE OF DEATH, IF FATALITY
- TOTAL DAYS AWAY FROM WORK/LOST WORK DAYS
- TOTAL DAYS OF JOB TRANSFER OR RESTRICTED FROM WORK (CIVILIAN)
- LIGHT OR LIMITED DUTY DAY COUNT (MILITARY)
- INJURY TYPE
- OSHA CODE
- BODY PART
- MISHAP TYPE
- OBJECT INVOLVED (INJURY SOURCE)
- A LOG OF WORK-RELATED ILLNESS AND INJURIES DID NOT EXIST OR WAS NOT MAINTAINED.
- LOG ENTRIES WERE NOT REPORTED VIA WESS.
- THE LOG DID NOT HAVE ENTRIES FOR ALL REQUIRED FIELDS.

OPNAVINST 5102.1D

2GOH SAFETY MNGMNT, NAVOSH TRAINING:

- ALL PERSONNEL DID NOT RECEIVE NAVOSH PROGRAM TRAINING UPON REPORTING ABOARD AND ANNUALLY THEREAFTER.
- THERE WAS NO DOCUMENTATION AVAILABLE ON ALL HANDS/I-DIV NAVOSH TRAINING.
- NAVOSH INDOCTRINATION TRAINING DID NOT INCLUDE:
 - ** INTRODUCTION OF THE NAVOSH PROGRAM.
 - ** KEY POC'S, CHAIN OF COMMAND, AND MISHAP REPORTING.
 - ** HAZARD IDENTIFICATION AND ORM.
 - ** SAFETY PRECAUTIONS AND STANDARDS.
 - ** SAFETY WARNINGS, SIGNS, AND DECK MARKINGS.
 - ** MISHAP PREVENTION.
 - ** BACK INJURY PREVENTION.
 - ** HAZARDOUS MATERIAL EMERGENCY SPILL RESPONSE.

NOTE: REVIEW I-DIV TOPIC LIST TO ENSURE AT LEAST ALL OF THE ABOVE ARE BEING COVERED BY SAFETY OR MEDICAL.

OPNAVINST 5100.19D, APPENDIX A5-A

2GOH SAFETY MNGMNT, SAFETY COUNCIL:

THE SAFETY COUNCIL WAS DEFICIENT AS INDICATED:

NOTE: THE SAFETY COUNCIL CONSISTS OF THE COMMANDING OFFICER OR EXECUTIVE OFFICER (CHAIRPERSON), SAFETY OFFICER (RECORDER), TRAINING OFFICER, ALL DEPARTMENT HEADS (INCLUDING THE AIR WING SAFETY OFFICER WHEN EMBARKED), MEDICAL OFFICER/REPRESENTATIVE, AND THE SHIP'S COMMAND MASTER OR SENIOR CHIEF PETTY OFFICER.

- DID NOT MEET AT LEAST QUARTERLY.
- CO OR XO DID NOT PARTICIPATE.
- MEETING MINUTES WERE NOT MAINTAINED/AVAILABLE.

OPNAVINST 5100.19D A0203H
OPNAVINST 3120.32C

2GOH SAFETY MNGMNT, SAFETY OFFICER TRAINING:

- THE SAFETY OFFICER DID NOT ATTEND THE AFLOAT SAFETY OFFICER COURSE (A-4J-0020) PRIOR TO, OR WITHIN SIX MONTHS OF, ASSUMING DUTY, OR AS PART OF SURFACE WARFARE OFFICER SCHOOL DEPARTMENT HEAD COURSE

OPNAVINST 5100.19D, A0503A

2GOH SAFETY MNGMNT, SAFETY OFFICER:

- A COMMAND PRIMARY OR COLLATERAL DUTY SAFETY OFFICER WAS NOT DESIGNATED BY THE COMMANDING OFFICER (EITHER IN WRITING OR ON THE COLLATERAL DUTY LIST)

OPNAVINST 5100.19D, A0203B

2GOH SAFETY MNGMNT, SAFETY TRENDS:

- DOCUMENTATION WAS NOT AVAILABLE TO VERIFY THAT THE SAFETY OFFICER MAINTAINED AND ANALYZED NAVOSH RECORDS (INJURY REPORTS, HAZARD REPORTS, & MISHAP STATISTICS) TO DETERMINE TRENDS

OPNAVINST 5100.19D, A0203C(6)

2GOH SAFETY MNGMNT, SPO ASSIGNMENT:
- AN E-5 OR ABOVE SAFETY PETTY OFFICER WAS NOT APPOINTED FOR EACH DIVISION

OPNAVINST 5100.19D, A0203E(6)

2GOH SAFETY MNGMNT, SPO FORMAL TRAINING:
- 50% OF DIVISION SAFETY PETTY OFFICERS HAD NOT ATTENDED THE SAFETY PROGRAM AFLOAT COURSE (A-493-2099) PRIOR TO, OR WITHIN 6 MONTHS OF, ASSUMING THEIR DUTIES (____ OF ____ HAD ATTENDED TRAINING)

OPNAVINST 3120.32C
OPNAVINST 5100.19D A0503B

2GOH SAFETY MNGMNT, SPO PQS TRAINING:
- 100% OF DIVISION SAFETY PETTY OFFICERS HAD NOT COMPLETED THE PQS FOR SAFETY PROGRAMS AFLOAT (NAVEDTRA 43460-4A) WITHIN SIX MONTHS OF BEING ASSIGNED DUTIES (____ OF ____ HAD COMPLETED THE PQS)
INSPECTOR NOTE: IF SPO HAD BEEN ASSIGNED LESS THAN SIX MONTHS WAS THE SPO BEFORE HIM PQS QUALIFIED?.

OPNAVINST 5100.19D, A0503B

2GOH SAFETY MNGMNT, STAND-DOWN:
- DOCUMENTATION WAS NOT AVAILABLE TO VERIFY THAT THE COMMAND HAD CONDUCTED A SAFETY STAND-DOWN WITHIN THE PAST YEAR

OPNAVINST 5100.19D, A0503E

2GOH SAFETY MNGMNT, WORKPLACE INSPECTIONS:
- DOCUMENTATION WAS NOT AVAILABLE TO VERIFY THAT A SAFETY INSPECTION WAS CONDUCTED OF EVERY WORK SPACE ABOARD THE SHIP WITHIN THE PAST YEAR (MAY BE CONDUCTED AS PART OF THE ZONE INSPECTION PROGRAM)

OPNAVINST 5100.19D, A0303B, AND A0303C

2GOH SIGHT CONSERVATION, EYE HAZARD LIST:
- THE SAFETY OFFICER DID NOT MAINTAIN A LISTING OF AREAS, PROCESSES AND OPERATIONS WHICH REQUIRE EYE PROTECTION, AND AREAS THAT REQUIRE AN EYEWASH OR DELUGE SHOWER

OPNAVINST 5100.19D, B0502A(2)

2GOH SIGHT CONSERVATION, EYE HAZARD SIGNS:
- THE AREA WAS NOT PROPERLY MARKED WITH YELLOW AND BLACK EYE HAZARD CAUTION SIGNS STATING "CAUTION EYE PROTECTION REQUIRED IN THIS AREA"
NSN FOR THI SIGN IS 9Q/9905-01-100-8203)

OPNAVINST 5100.19D, B0504B

2GOH SIGHT CONSERVATION, HAZARD EVALUATION:
- EYE HAZARDOUS AREA AND PROCESSES WERE NOT IDENTIFIED AND
EVALUATED IN THE BASELINE OR FOLLOW-UP IH SURVEYS, INCLUDING
RECOMMENDATIONS FOR SPECIFIC TYPES OF EYE PROTECTION

OPNAVINST 5100.19D, B0504A

2GOH SIGHT CONSERVATION, SAFETY EYEWEAR:

PROTECTIVE EYEWEAR (SAFETY GLASSES, PRESCRIPTION SAFETY
GLASSES, GOGGLES, FACE SHIELDS, CHIPPING GOGGLES, WELDING
HELMETS, WELDING GOGGLES, FACE SHIELDS), BOTH CORRECTIVE AND
NON-CORRECTIVE, IN THE FOLLOWING LOCATIONS:
- WERE NOT STAMPED "Z87".
- WERE NOT IN GOOD CONDITION (CLEAN AND UNDAMAGED).
- WERE NOT MADE AVAILABLE.
- WAS NOT BEING WORN AS REQUIRED.
- WERE NOT CORRECTLY SELECTED FOR THE HAZARD.
- WERE THE WRONG TYPE OF PROTECTION FOR THE HAZARD (SUCH AS
FACE SHIELDS WITH NO SAFETY GLASSES OR GOGGLES).
INSPECTOR NOTE: PPE CARDS ARE PART 2 SAFETIES.

OPNAVINST 5100.19D, B0506, APPENDIX A5-A

2GOH SIGHT CONSERVATION, TRAINING:
- DOCUMENTATION WAS NOT AVAILABLE TO VERIFY THAT THE
DIVISION OFFICER OR WORKCENTER SUPERVISOR CONDUCTED TRAINING
FOR PERSONNEL ASSIGNED TO WORKCENTERS WITH EYE HAZARDOUS
AREAS OR PROCESSES AT THE TIME THAT PROTECTIVE EYE WEAR WAS
ISSUED.

OPNAVINST 5100.19D, B0509

2GOH SIGHT CONSERVATION, UV REFLECTION HAZ:
- BULKHEADS, LOCKERS, REFLECTIVE SURFACES, AND THE OVERHEAD
IN WELDING AREA WERE NOT PAINTED FLAT BLACK TO MINIMIZE
PERSONNEL EXPOSURE TO REFLECTED ULTRAVIOLET LIGHT FROM THE
WELDING ARC

NSTM 631
SHIP SPEC 631 (DDG-51 AND LHD-2 CLASS AT/FCT'S ONLY)
GSO 665C

2GOH

SIGHT CONSERVATION, WELDING CURTAIN:

WELDING CURTAIN (NON-FLAMMABLE):

- WAS NOT PROVIDED.
- DID NOT FULLY ENCLOSE THE WELDING AREA.
- WAS NOT NAVSEA APPROVED MATERIAL (NAVSEA MIL SPEC MIL-C-24576).
- WAS IN DETERIORATED CONDITION.

NOTES:

1. THIS CARD IS A PART 2 SAFETY).
2. NAVSEA-APPROVED SOURCES OF MADE-TO-ORDER WELDING CURTAINS:

- PACIFIC NORTHWEST - (206) 762-7600.
- HAWAII - (808) 842-2122.
- SOUTHWEST - (213) 749-4779.
- MID-ATLANTIC - (757) 855-7700.
- NORTHEAST - (716) 427-7780.
- SOUTHEAST - (864) 299-1770.
- MID-SOUTH - (504) 647-9682.

OPNAVINST 5100.19D, C1101

NSTM 631

SHIP SPEC 631(DDG-51 AND LHD-2 CLASS AT/FCT'S ONLY)

NAVSEA MIL SPEC MIL-C-24576 (SH) OF 27 JUL 87

NSTM 074 VOL 1

GSO 665C

MIL-C-24576, TYPE I, CLASS I (HEAVY)

MIL-C-24576, TYPE I, CLASS II (LIGHT)

2GOH TAG-OUT, ALL HANDS TRAINING:
- DOCUMENTATION WAS NOT AVAILABLE TO VERIFY THAT ALL NEWLY
REPORTING PERSONNEL RECEIVED INDOCTRINATION TRAINING ON THE
TAG-OUT PROGRAM

OPNAVINST 5100.19D, B1102A
NAVSEA S0400-AD-URM-101 TAGOUT USER'S MANUAL (TUM)

2GOH TAG-OUT, LOG AND RECORDKEEPING:

- SHIP DID NOT HAVE A COPY OF THE TAG-OUT BILL MAINTAINED IN
THE TAG-OUT LOG.
- AUTHORIZING OFFICERS WERE NOT DESIGNATED IN WRITING BY THE
COMMANDING OFFICER BY NAME, POSITION, OR BILLET.
- TAG-OUT AUDITS WERE NOT CONDUCTED.
- TAG-OUT AUDITS WERE NOT CONDUCTED AT LEAST BI-WEEKLY (OR
IN ACCORDANCE WITH SHIP'S OWN GUIDANCE).
- DANGER/CAUTION TAG COMPONENT LOCATION DID NOT MATCH THE
LOCATION WHERE THE TAG WAS HUNG (TAG NUMBER ____).
- DANGER/CAUTION TAG WAS NOT COMPLETED CORRECTLY IN THE
FOLLOWING LOCATION:

TAG-OUT LOG HAD THE FOLLOWING DEFICIENCIES:

** DID NOT MAINTAIN COPIES OF CURRENT AND CLEARED TAGS.
** LOG SHEETS DID NOT INCLUDE SERIAL NUMBERS, LOCATION, DATE
AND TIME, AND SIGNATURES.
** AUDITS OF THE TAGOUT LOG WERE NOT RECORDED IN THE LOG.
** SHEETS WERE MISSING/INCORRECT FORMS WERE USED.
** ENTRIES WERE INCOMPLETE.

NOTE: TAG-OUT LOG FORMS AND TAGS ARE AVAILABLE AT
[HTTP://FORMS.DAPS.MIL/ORDER/](http://FORMS.DAPS.MIL/ORDER/).

OPNAVINST 5100.19D, B1102
OPNAVINST 3120.32C, SEC 630.17
NAVSEA S0400-AD-URM-101 TAGOUT USER'S MANUAL (TUM)

2GOH TAG-OUT, USER TRAINING:

- DOCUMENTATION WAS NOT AVAILABLE TO VERIFY THAT PERSONNEL
ASSIGNED TO PREPARE TAG-OUTS, REVIEW TAG-OUTS, POSITION
EQUIPMENT, POST TAGS, CHECK POSTED TAGS, CLEAR TAGS, OR
PERFORM TAG AUDITS WERE QUALIFIED ON THE TAGOUT USER'S
MANUAL (PQS 301)

OPNAVINST 5100.19D, B1102
NAVSEA S0400-AD-URM-101 TAGOUT USER'S MANUAL (TUM), ARTICLE
1.4

2GOH TRAFFIC SAFETY, ALL HANDS TRAINING:
- DOCUMENTATION WAS NOT AVAILABLE TO VERIFY THAT TRAFFIC
SAFETY BRIEFS (POV AND MOTORCYCLE) WERE PROVIDED PRIOR TO
MAJOR HOLIDAYS, EXTENDED WEEKENDS, OR LIBERTY PERIODS

OPNAVINST 5100.12G, PARA 7(E)(2)

2GOH TRAFFIC SAFETY, COORDINATOR ASSIGNED:
- A COMMAND TRAFFIC SAFETY PROGRAM COORDINATOR WAS NOT
ASSIGNED, IN WRITING, BY THE COMMANDING OFFICER

OPNAVINST 5100.12G, PARA 5(C)(5)

2GOH INJURY AND ILLNESS LOG:

INJURY CASE RATE= # OF ALL NEW INJURY CASES (PAST 30 DAYS) X
100/ # OF MILITARY PERSONNEL

NOTE: THIS RATE PROVIDES A DETAILED PICTURE OF THE
MAGNITUDE OF INJURIES FOR THE POPULATION OF INTEREST BY
CAPTURING ALL INJURIES OCCURRING DURING THE MONTH THAT
RESULT IN MEDICAL CARE REGARDLESS OF THE LOST TIME OR
LIMITED DUTY OUTCOMES. THIS METRIC INDICATES THE PERCENTAGE
OF MILITARY PERSONNEL WHO BECOME INJURED DURING A MONTH.

2GOH INJURY STATISTICS, INJURY AND ILLNESS LOG:

- REVIEW THE INJURY AND ILLNESS LOG. FOR THE LAST QUARTER,
HOW MANY LOST TIME (LT) AND LIMITED DUTY (LD) MISHAPS
OCCURRED BY MONTH.

MONTH _____	LT# _____	LD# _____
MONTH _____	LT# _____	LD# _____
MONTH _____	LT# _____	LD# _____

- OF THAT NUMBER,

*** HOW MANY WERE SEEN BY THE MEDICAL DEPARTMENT ONBOARD?,
_____.

*** HOW MANY WERE SEEN BY A MTF OR CIVILIAN HOSPITAL?, _____.

- DOES THE SAFETY DEPARTMENT HAVE A COPY OF THESE ACCIDENT
AND INJURY REPORTS?, _____.

- WHAT IS THE TOTAL NUMBER OF MILITARY PERSONNEL ONBOARD?,
_____.

2GOH INJURY LOST DAYS RATE:

INJURY LOST DAYS RATE = (INJURY QUARTERS + HOSPITAL DAYS FOR
THE PAST 30 DAYS) X 100 / # OF MILITARY PERSONNEL

NOTE: THIS METRIC MORE DETAILED INFORMATION ON THE IMPACT
OF INJURIES ON READINESS AND PRODUCTIVITY AS IT IS BASED ON
THE ACTUAL NUMBER OF LOST DAYS DUE TO INJURY-RELATED
HOSPITALIZATIONS AND EVERY PRESCRIPTIONS TO QUARTERS.

2GOH LOST DAY INJURY CASE RATE:

LOST DAY INJURY CASE RATE = # OF LOST DAY INJURY CASES (PAST
30 DAYS) X 100 / # OF MILITARY PERSONNEL

NOTE: THIS METRIC PROVIDES INFORMATION ON THE SEVERITY OF
THE INJURIES FOR THE POPULATION OF INTEREST. GENERALLY, THE
MORE SEVERE INJURIES RESULT IN LOST DUTY TIME. THE METRIC
INDICATES THE PERCENTAGE OF MILITARY PERSONNEL WHO HAD AN
INJURY THAT RESULTED IN AT LEAST ONE LOST DAY DURING THE
MONTH.

2GOH

INJURY CASE RATE:

INJURY CASE RATE = # OF ALL NEW INJURY CASES (PAST 30 DAYS)
X 100 / # OF MILITARY PERSONNEL

NOTE: THIS RATE PROVIDES A DETAILED PICTURE OF THE
MAGNITUDE OF INJURIES FOR THE POPULATION OF INTEREST BY
CAPTURING ALL INJURIES OCCURRING DURING THE MONTH THAT
RESULT IN MEDICAL CARE REGARDLESS OF THE LOST TIME OR
LIMITED DUTY OUTCOMES. IN ESSENCE, THE METRIC INDICATES THE
PERCENTAGE OF MILITARY PERSONNEL WHO BECAME INJURED DURING
THE MONTH.

2GOH

LIMITED DUTY INJURY CASE RATE:

LIMITED DUTY INJURY CASE RATE = # OF LIMITED DUTY INJURY
CASES (PAST 30 DAYS) X 100 / # OF MILITARY PERSONNEL

NOTE: THIS METRIC PROVIDES AN INDICATION OF THE SEVERITY OF
THE INJURY CASES FOR THE POPULATION IN THAT THE MORE SERIOUS
CASES WILL RESULT IN A LIMITED DUTY PRESCRIPTION. THIS
METRIC DIRECTLY RELATES TO READINESS AND PRODUCTIVITY AS A
LIMITED DUTY PRESCRIPTION CAN RESULT IN A "NON-DEPLOYABLE"
STATUS CLASSIFICATION FOR THE MILITARY MEMBER. THIS METRIC
INDICATES THE PERCENTAGE OF MILITARY PERSONNEL WHO WERE ON
LIMITED DUTY AS A RESULT OF AN INJURY AT ANY POINT IN TIME
DURING THE MONTH.